



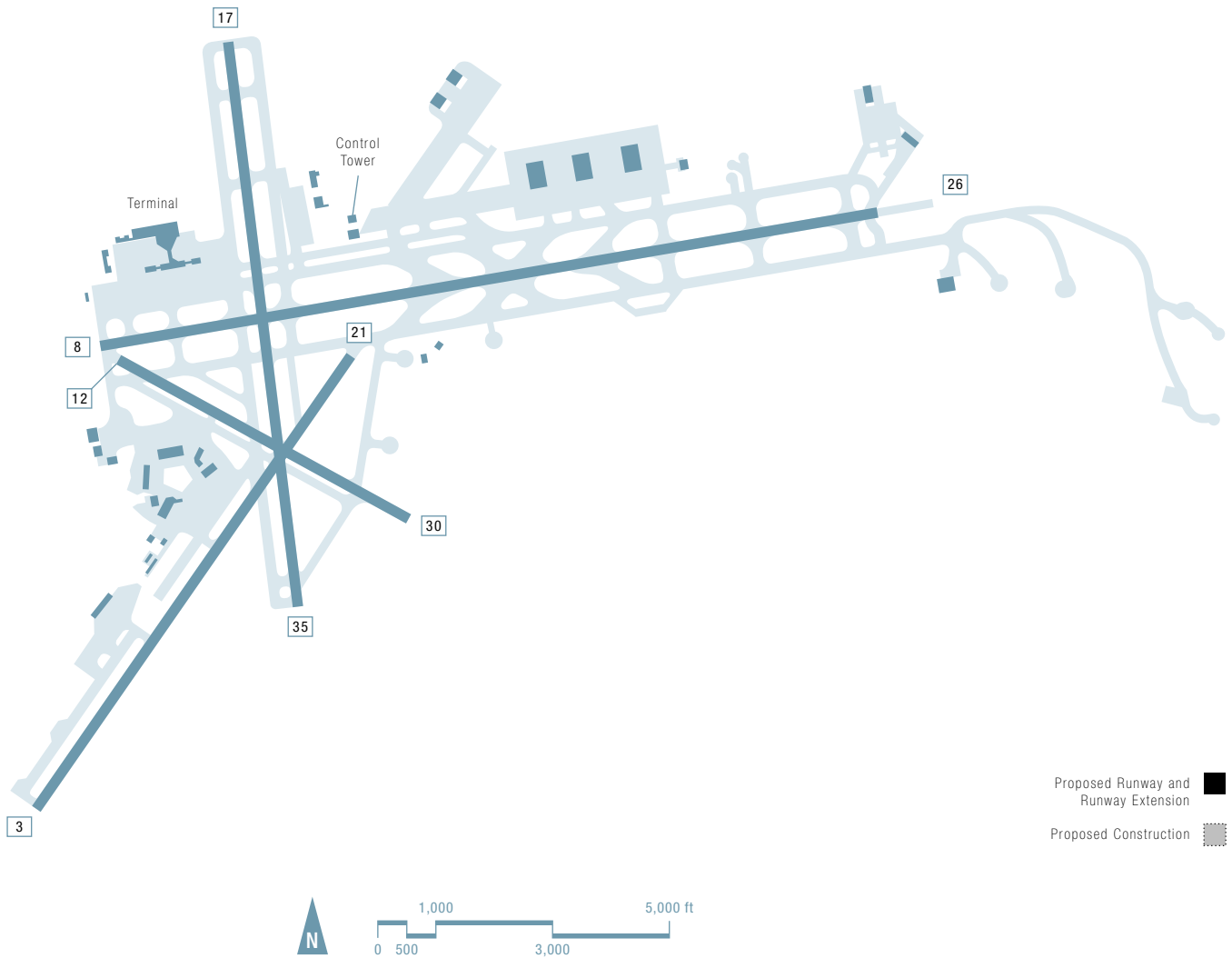
AIRPORT LAYOUTS
FOR THE TOP 100 AIRPORTS

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FOR THE TOP 100 AIRPORTS

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ABQ – Albuquerque International Airport

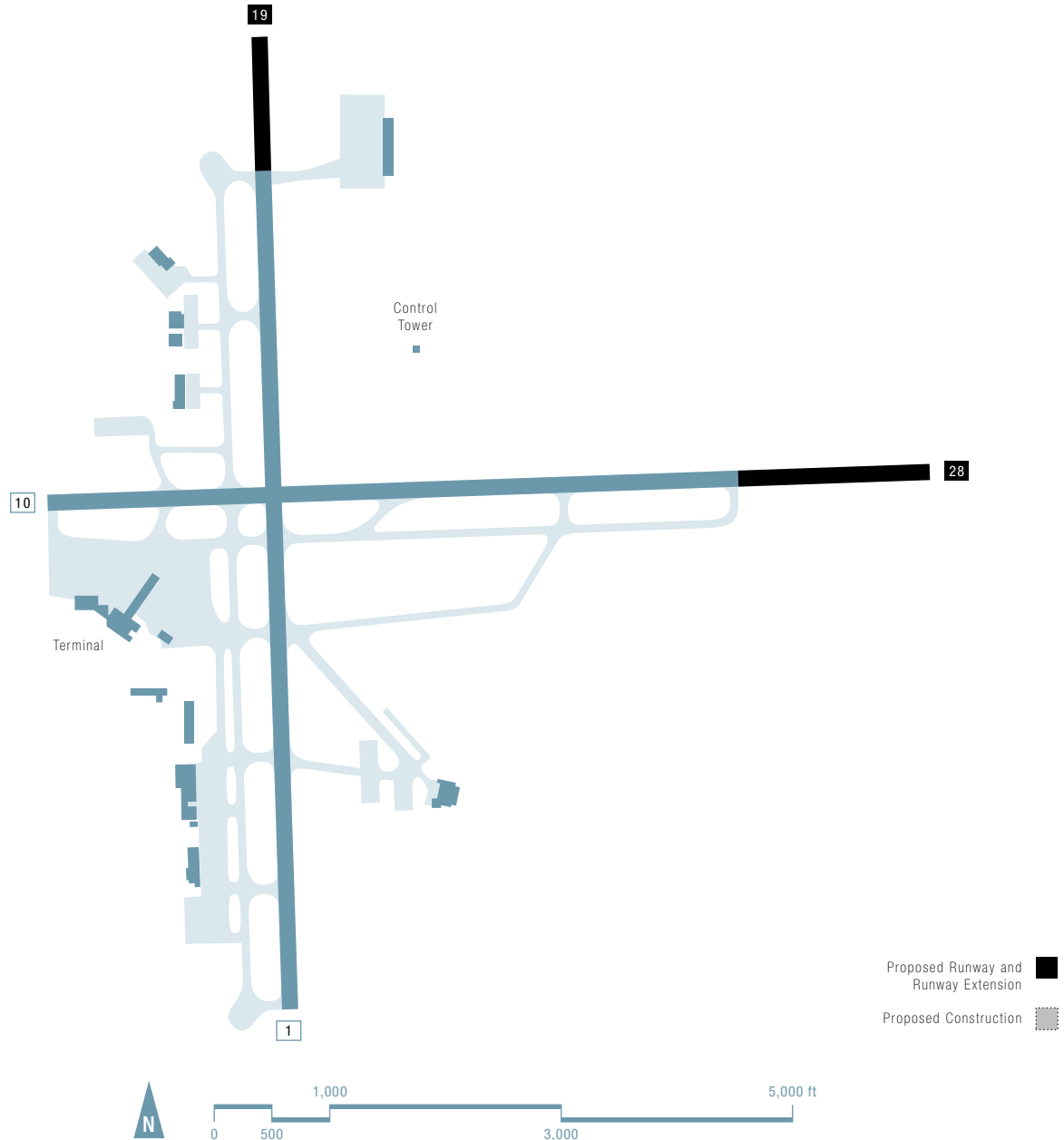
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



NM	53	✈️ (M)	Enplanements			✈️ (K)	Operations		
			3,097,145	3,107,273	3,177,486		225,876	231,266	232,555
		3.2				240			
		3.0				220			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

ALB – Albany County Airport

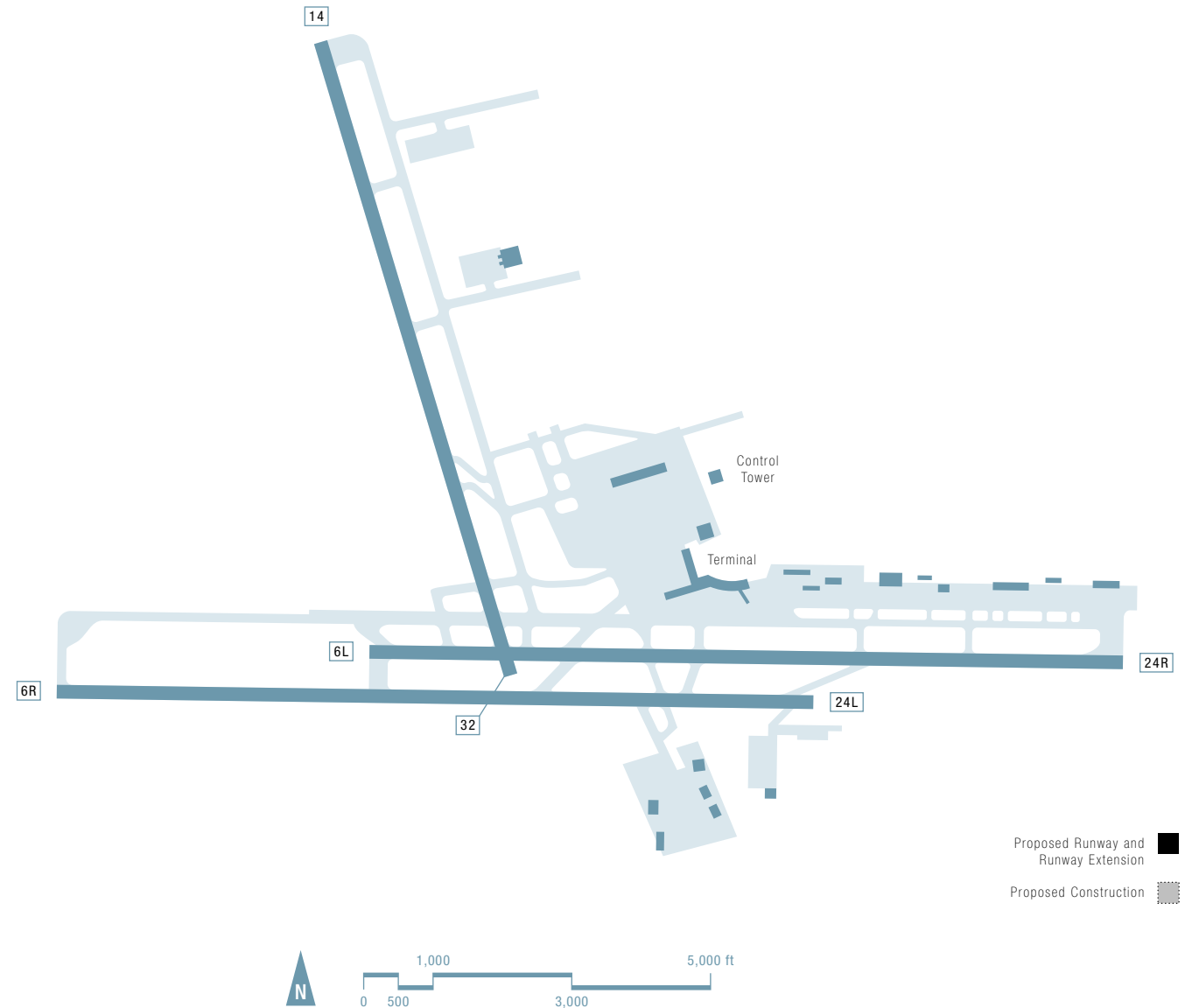
Construction of an extension to Runway 10/28 is planned. The estimated cost of construction is \$5.8 million and is expected to be completed in 2002. An extension of Runway 1/19 is planned at an estimated cost of \$7.5 million. Completion is expected in 2005.



NY	77	(M)	Enplanements			(K)	Operations		
			1,066,880	1,139,963	1,343,034		134,992	149,782	145,889
		1.4				150			
		1.1				135			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

ANC – Ted Stevens Anchorage International Airport

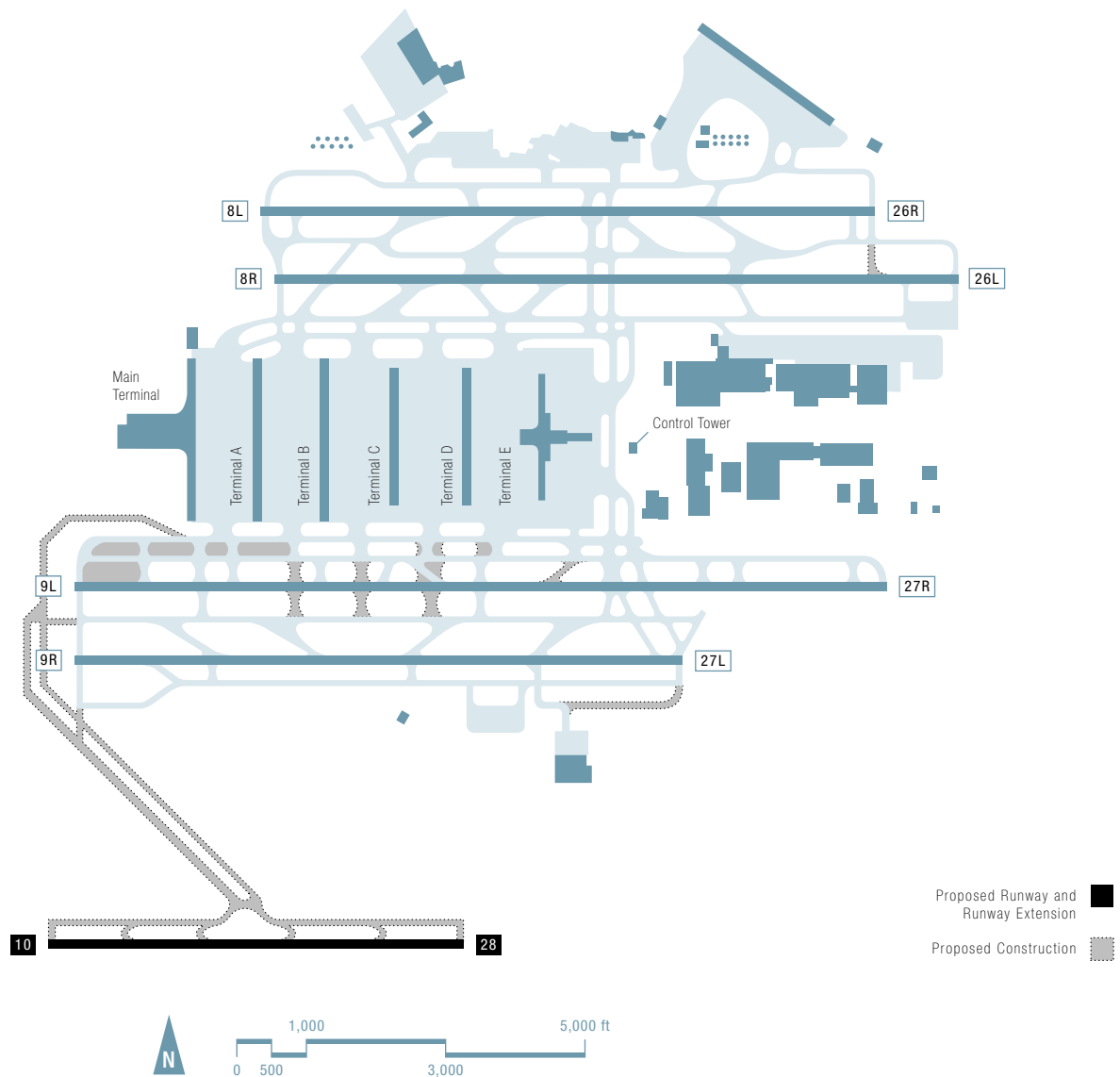
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



AK	61	(M)	Enplanements			(K)	Operations		
			1,914,673	1,981,817	1,977,515		310,475	308,138	319,235
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

ATL – Hartsfield Atlanta International Airport

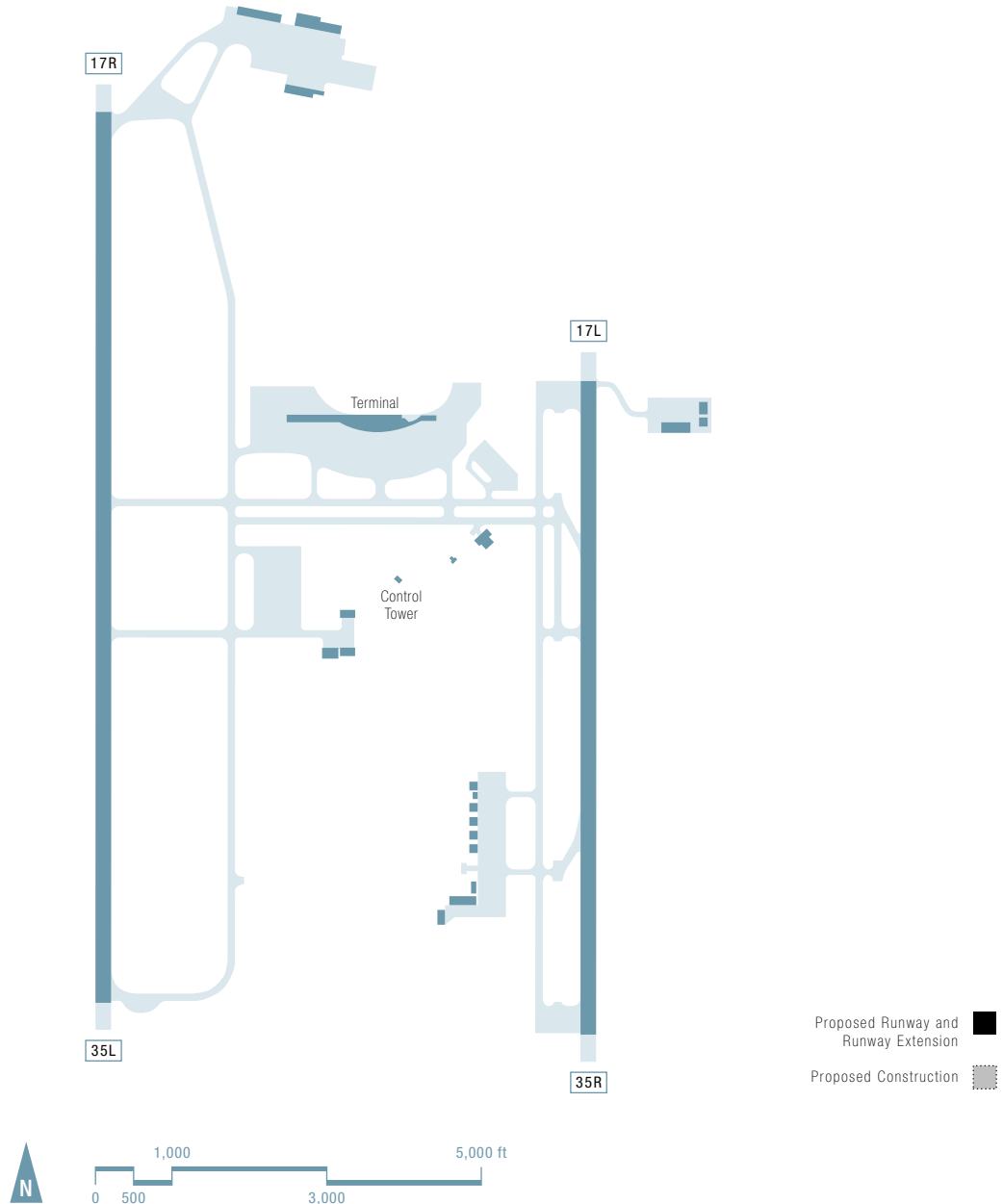
A fifth Runway 10/28, 9,000 ft. long and approximately 4,200 ft. south of Runway 9R/27L, is under design. Land acquisition is ongoing. The runway will permit triple independent IFR approaches using the PRM. The total estimated cost is \$1.2 billion. Construction began in 2000. The estimated operational date is early 2005.



GA	1	✈️ (M)	Enplanements			✈️ (K)	Operations		
			35,254,849	37,606,932	39,375,330		831,805	895,435	922,016
		40				930			
		30				815			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

AUS – Austin-Bergstrom International Airport

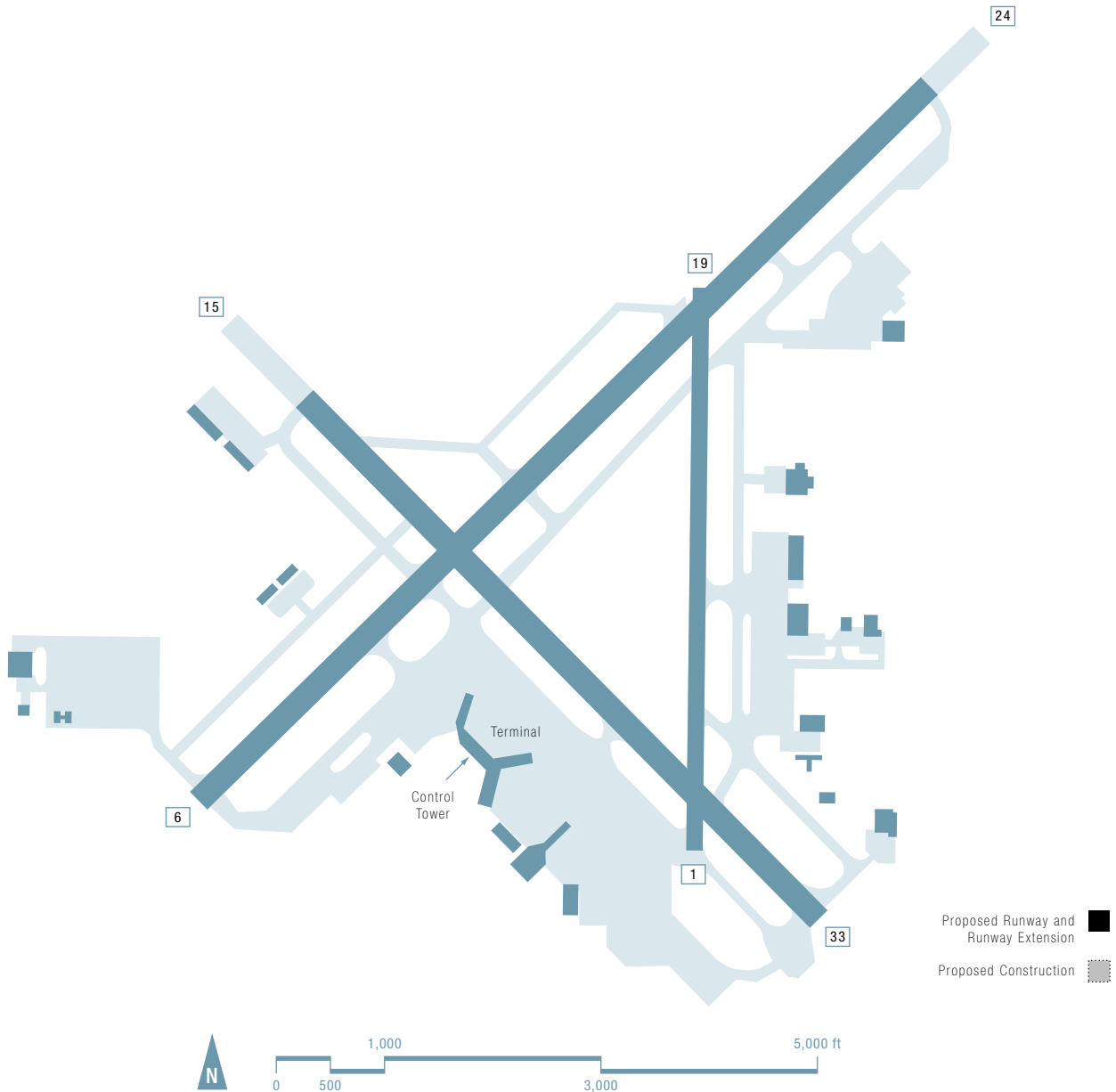
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



TX	48	✈️ (M)	Enplanements			✈️ (K)	Operations		
			3,009,330	3,235,560	3,877,600		190,899	185,421	203,863
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

BDL – Bradley International Airport

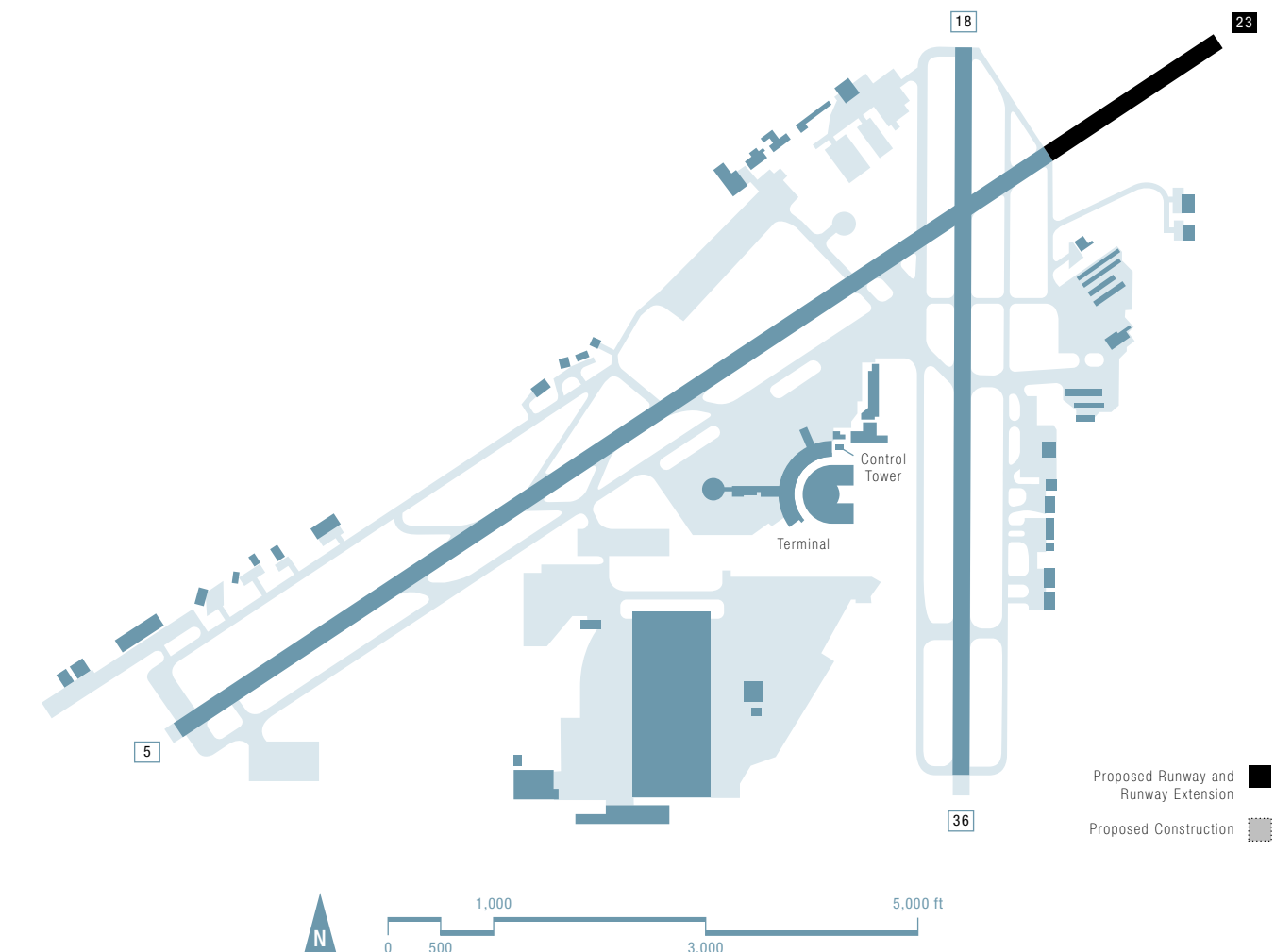
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



CT	47	(M)	Enplanements			(K)	Operations		
		4.0	2,703,466	2,990,923	3,630,661	190	176,679	182,572	176,629
		3.0				175			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

BHM – Birmingham Airport

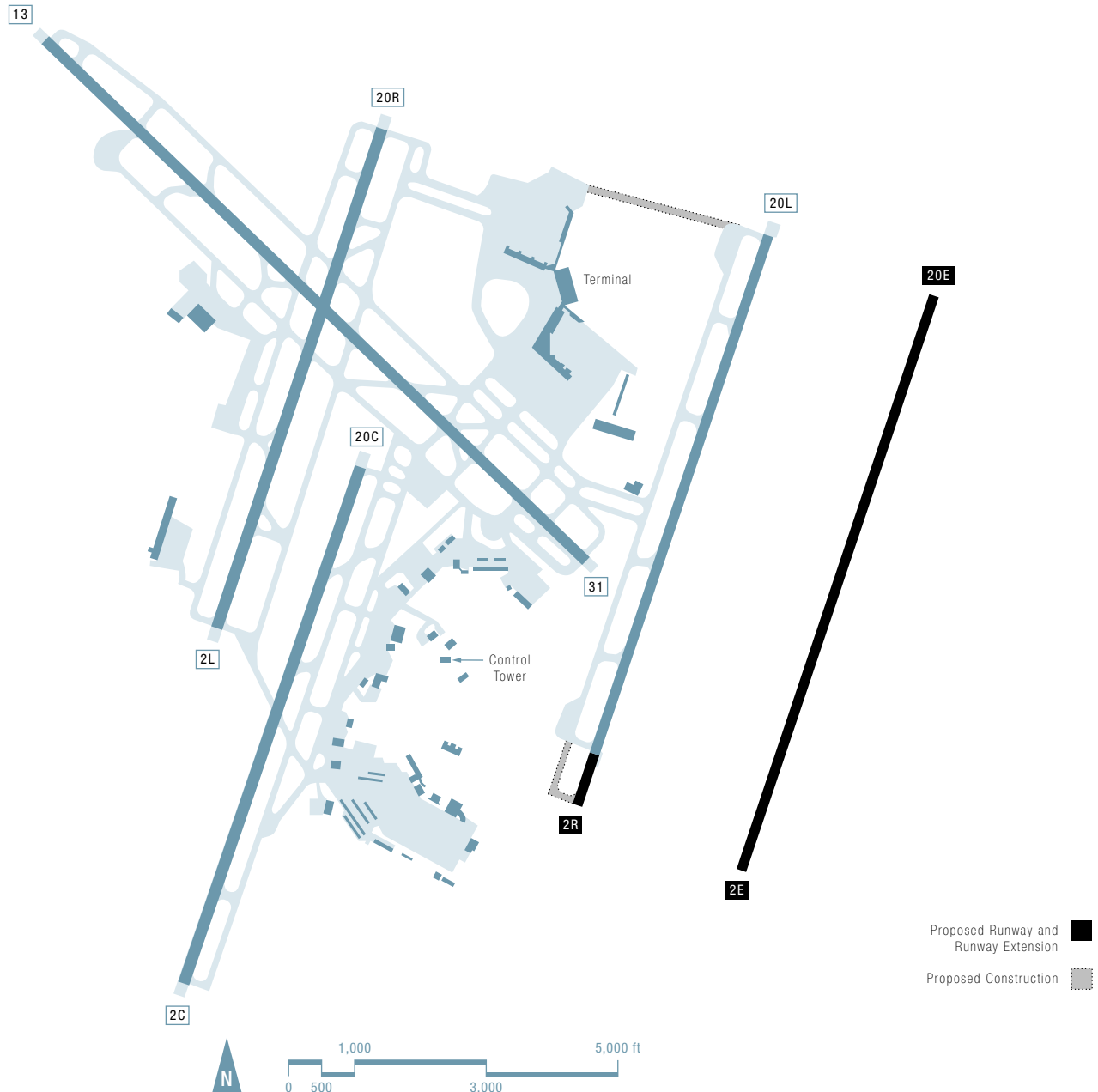
A 2,000-ft. extension of Runway 5/23 is currently proposed in the Airport's Master Plan. As proposed, the Runway 23 threshold would be displaced by 2,000 ft. Therefore, Runway 23's length available for departures and arrivals would be 12,000 ft. and 10,000 ft., respectively. Runway 5's available length for both arrivals and departures would increase to 12,000 ft. The increased length will allow increased aircraft payloads. An environmental assessment for the runway extension was completed in 1999. The runway extension is planned to be completed by 2002. The total estimated cost is \$17 million.






AL	72	(M)	Enplanements			(K)	Operations		
			1,406,775	1,500,093	1,555,779		151,522	156,513	154,143
		1.6				160			
		1.3				150			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

BNA – Nashville International Airport

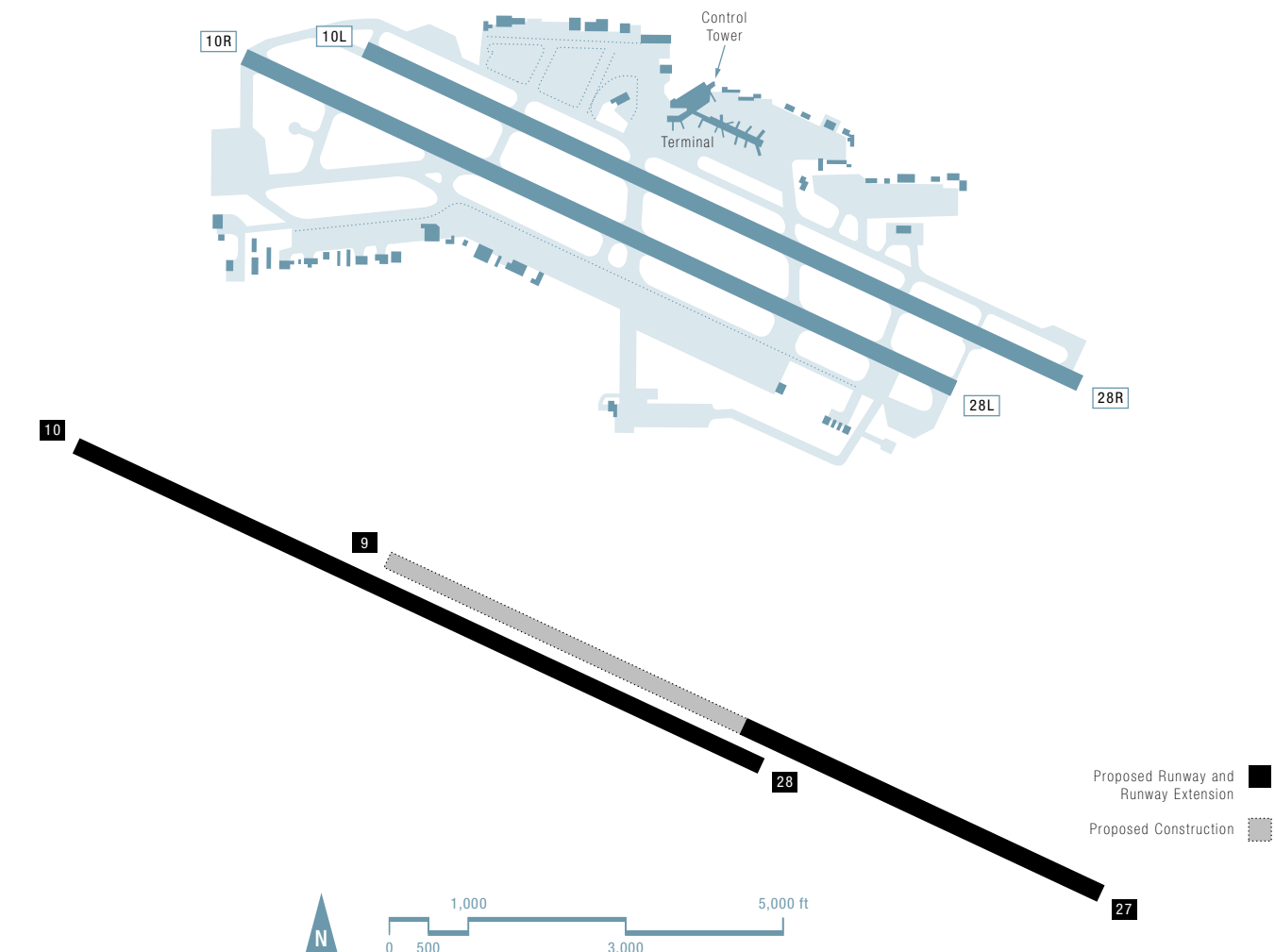
A new Runway 2E/20E is planned for the future between 1,500 and 3,500 ft. from Runway 2R/20L. In addition, an extension to Runway 2R/20L is planned.



TN	<div></div>	42	<div> (M)</div>	Enplanements			<div> (K)</div>	Operations		
		5.0	3,899,870	4,124,254	4,498,272	250	225,619	239,075	249,145	
		3.5				225				
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00	

BOI – Boise Air Terminal

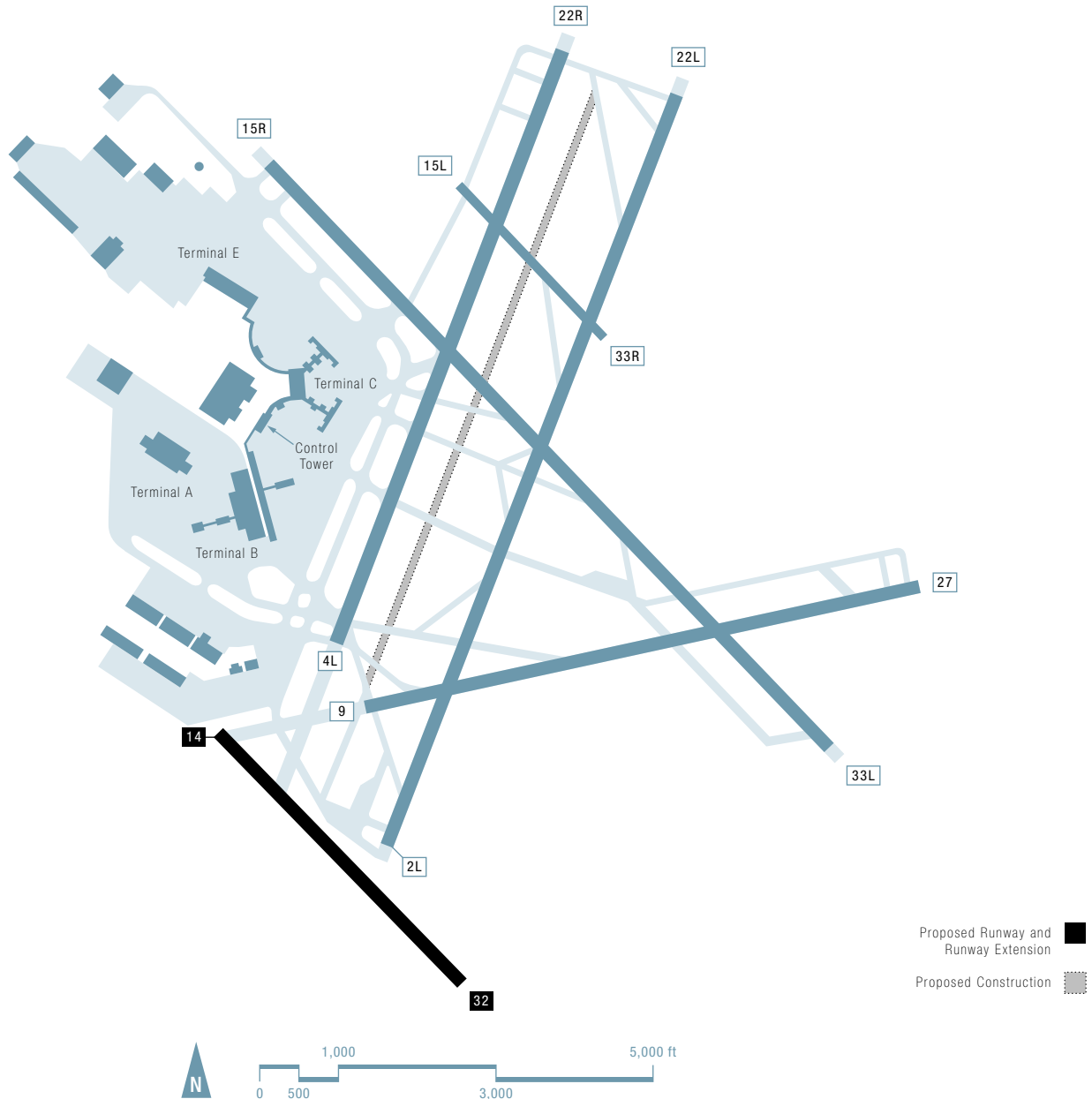
A third parallel Runway 10R/28L is planned for the long-term future. It is planned 5,400 ft. south of existing Runway 10R/28L (to be renamed 10C/28C). A third parallel Runway 9/27 is planned for the long-term future. The eastern 5,000 ft. will be constructed in 2002 for military short-field landing training. The third runway is planned 5,200 ft. south of existing Runway 10R/28L.



ID	74	(M)	Enplanements			(K)	Operations		
		1.6	1,282,333	1,386,426	1,531,207	190	184,047	180,155	174,892
		1.3				180			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

BOS – Boston Logan International Airport

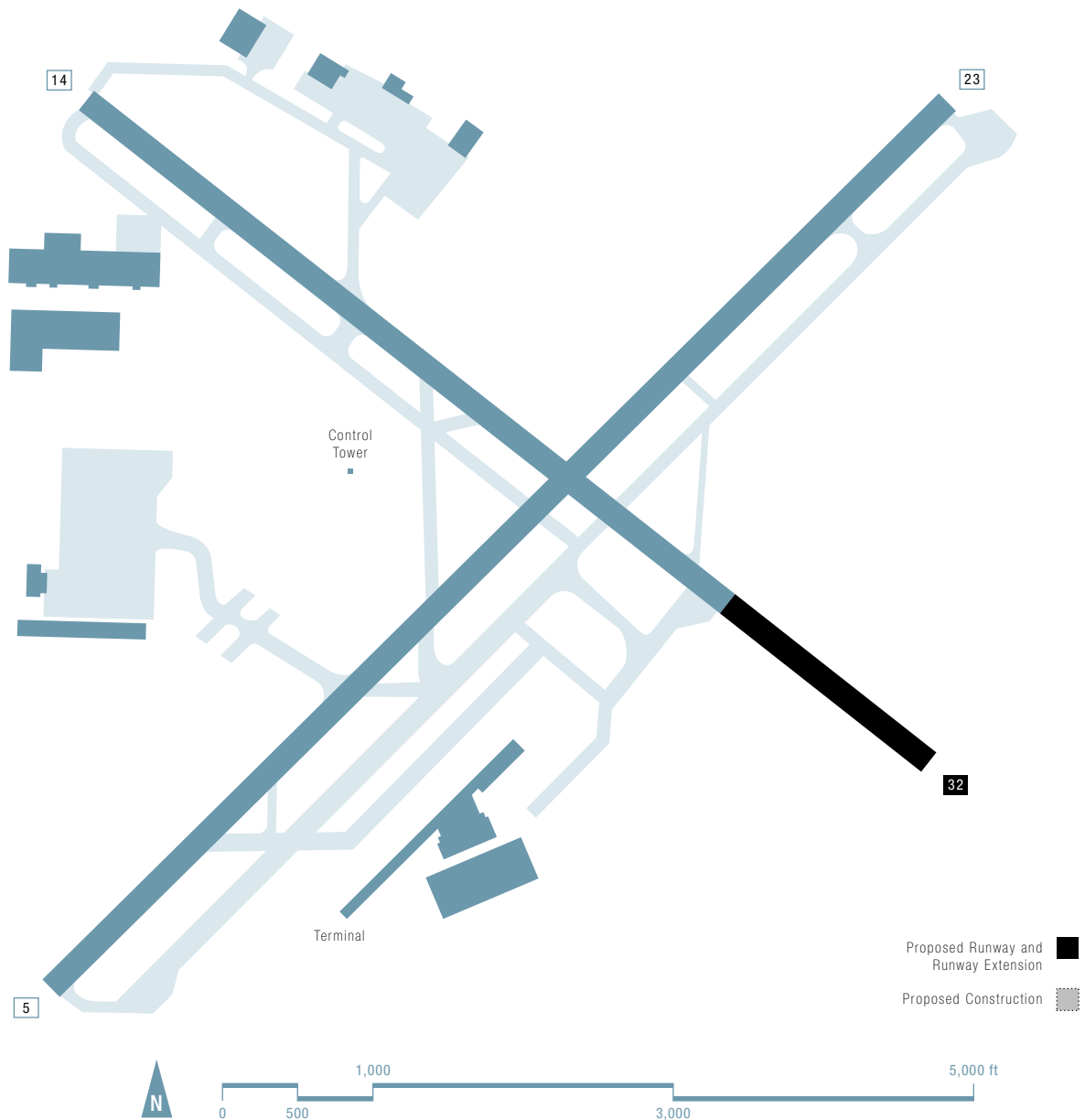
A new uni-directional 5,000 ft. Commuter Runway 14/32, and a new midfield taxiway, 9000 ft. in length, and other improvements are planned. An Environmental Impact Statement is nearing completion for the airfield project. The estimated cost for construction for the new runway is \$100 million including mitigation. Massport's current plans reflect completion of the new Runway in 2005.



MA	18	14	Enplanements			520	Operations		
			12,661,728	13,090,336	13,816,195		511,903	505,483	510,113
		12	FY 98	FY 99	FY 00	500	FY 98	FY 99	FY 00

BUF – Greater Buffalo International Airport

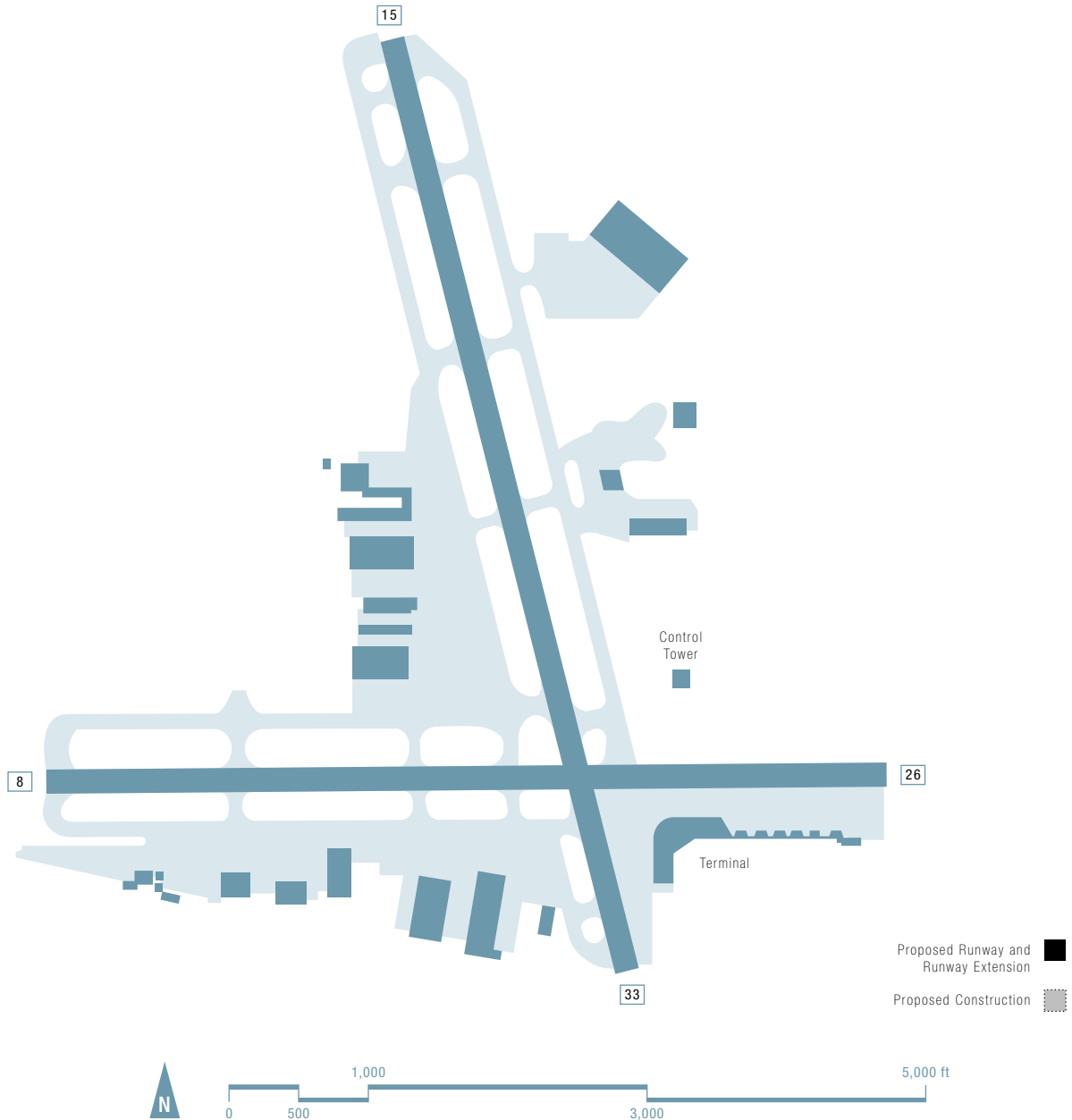
Construction of an extension to Runway 14/32 is planned. Estimated cost of construction is \$4.9 million and it is expected to be completed in 2005.



NY	63	(M)	Enplanements			(K)	Operations		
			1,607,005	1,775,824	2,517,454		157,174	155,059	162,380
		2.6				170			
		1.8				155			
			FY98	FY99	FY00		FY98	FY99	FY00

BUR – Burbank-Glendale-Pasadena Airport

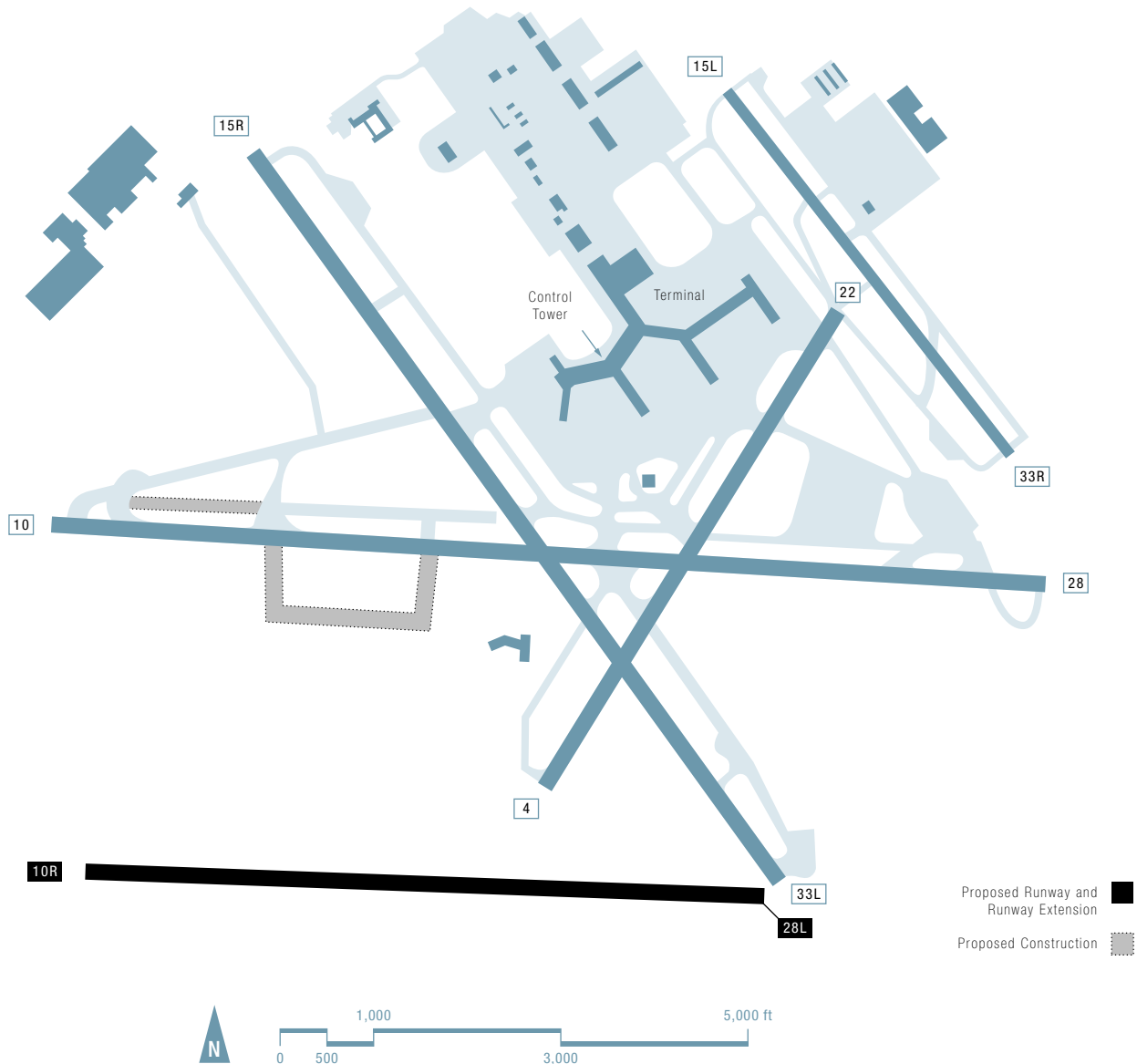
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



CA	62	(M)	Enplanements			(K)	Operations		
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00
	2.6		2,351,938	2,386,135	2,449,620	190	178,856	178,916	162,867
	2.3					170			

BWI – Baltimore-Washington International Airport

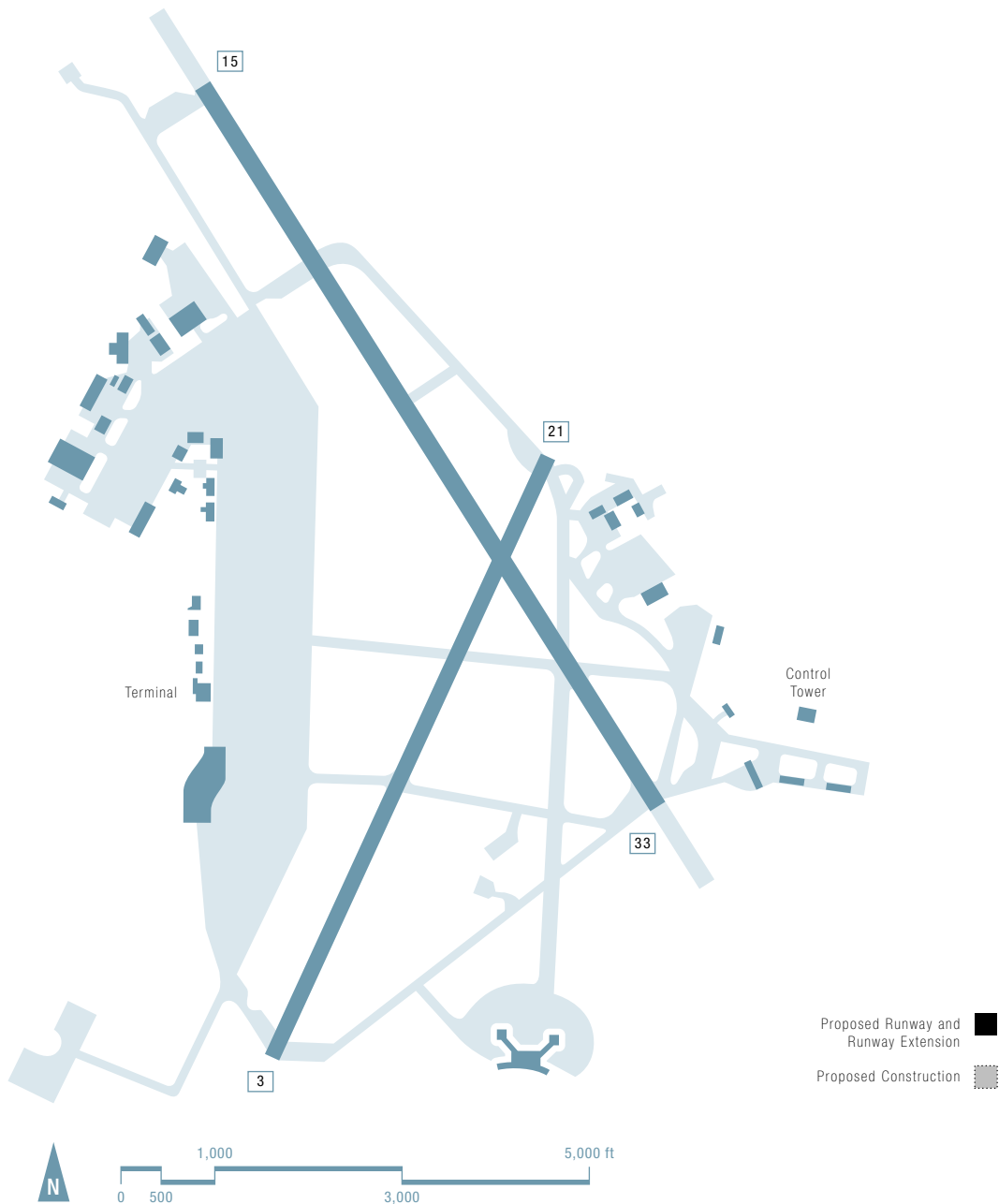
A new 11,000 ft. Runway 10R/28L, is planned to be constructed by 2008, 3,500 ft. south of Runway 10/28. When Runway 10R/28L is constructed, Runway 4/22 will be converted to a taxiway. Estimated cost of construction is \$150 million. Phased terminal expansion plans include adding 20 gates by 2005.





MD	25	(M)	Enplanements			(K)	Operations		
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00
		12	7,269,682	8,316,697	10,617,714	310	277,610	306,819	309,516
		8				280			

CHS – Charleston International Airport

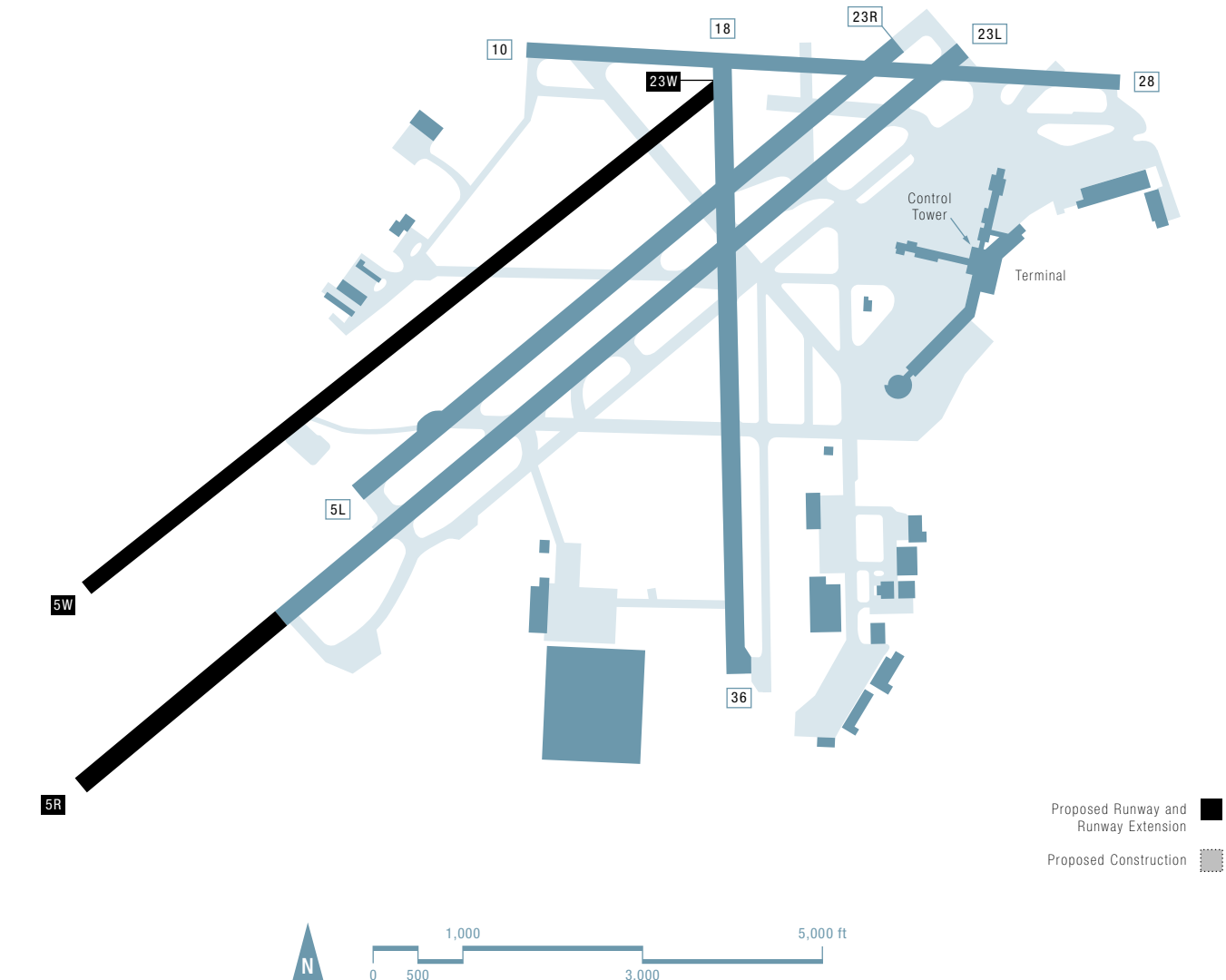
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



SC	91	 (M)	Enplanements			 (K)	Operations		
			778,689	779,322	826,841		110,364	129,140	140,021
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

CLE – Cleveland Hopkins International Airport

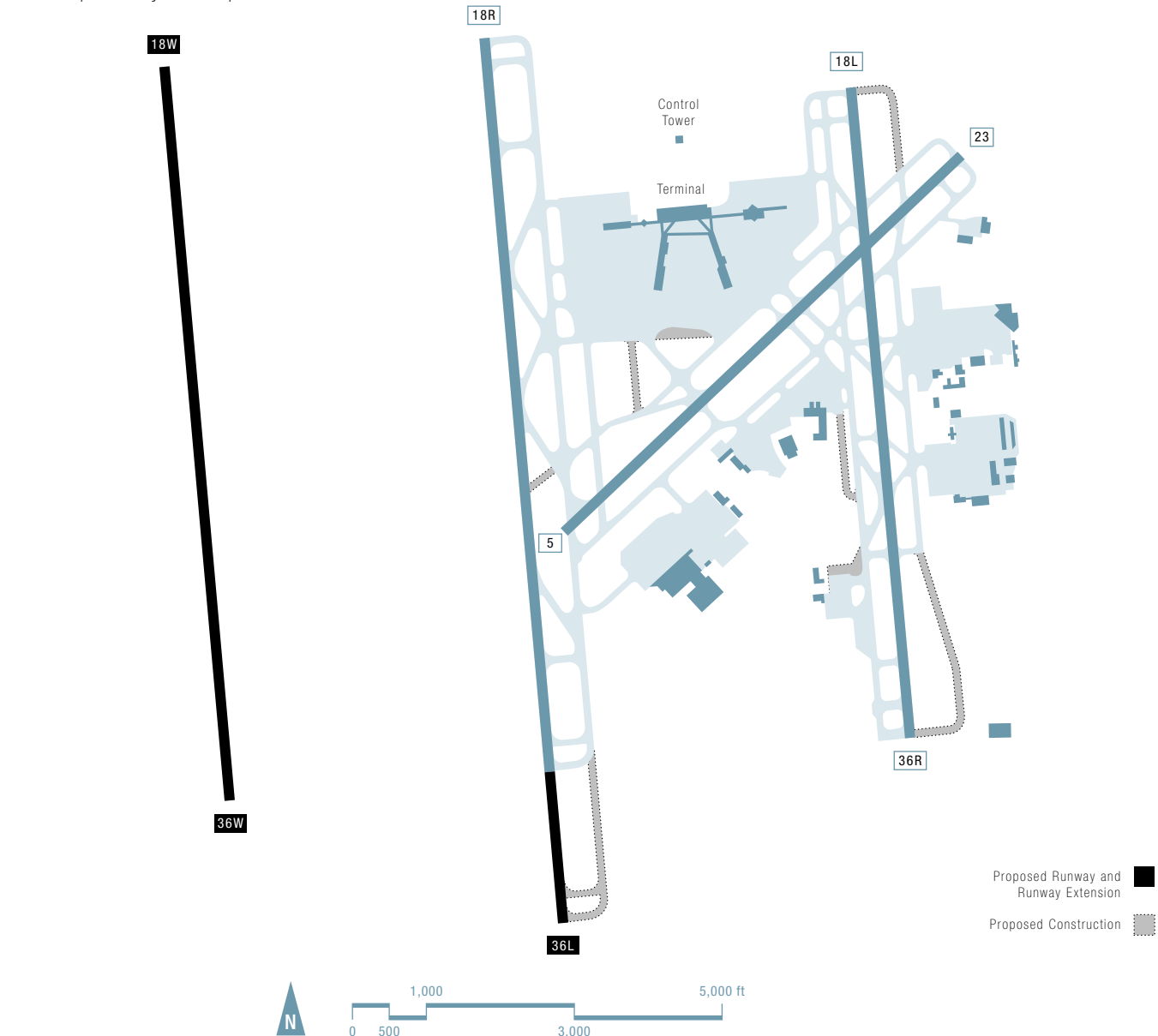
The Master Plan Update, Phase 1, is conditionally approved. The Airport Layout Plan (ALP) shows construction of a new Runway 6L/24R that would be 9,000 ft. long. Construction of Stage 1, 7,000 ft. of the 9,000-ft. runway, is expected to be completed at the end of 2002. Stage 2, the full 9,000 ft., is expected to be completed in late 2003 or early 2004. The cost of Stage 1 and Stage 2 is \$151 million. An extension of Runway 5R/23L from 9,000 ft. to 11,250 ft. at an estimated cost of \$40 million, and conversion of 5L/23R into a parallel taxiway at a cost of \$3 million is also planned. All of this work is scheduled for completion by 2006.

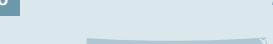




OH	34	(M)	Enplanements			(K)	Operations		
		7	5,826,731	5,993,436	6,745,903	340	305,772	316,587	336,635
		6				310			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

CLT – Charlotte/Douglas International Airport

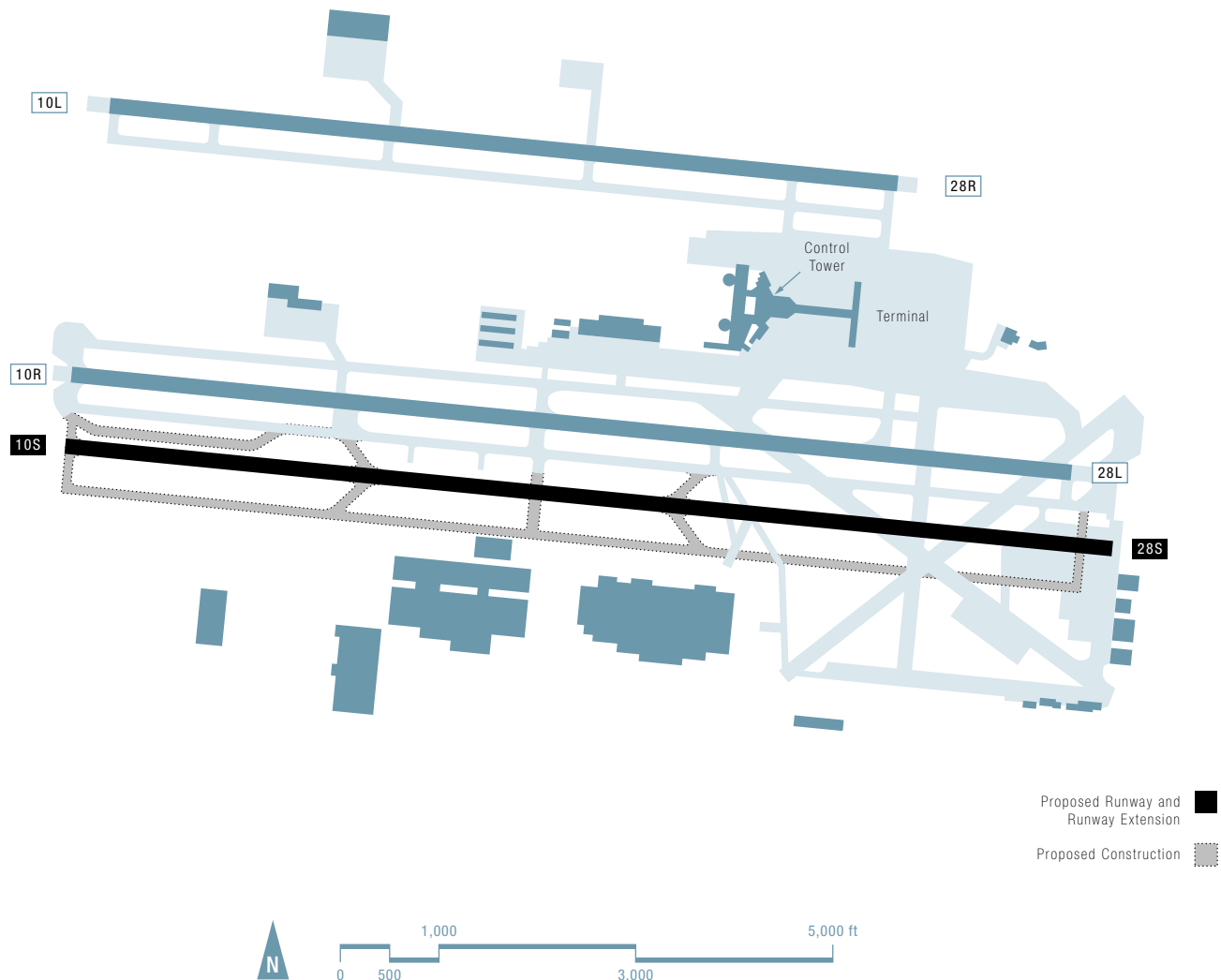
A third parallel 9,000-ft. Runway 18W/36W, 3,700 ft. west of Runway 18R/36L, is being planned. It would permit triple dependent IFR approaches. Land acquisition is ongoing. Construction is expected to start in early 2002 and be completed by mid-2004, at an estimated cost of \$187 million. A 2,000-ft. extension of Runway 18R/36L is also planned. The estimated cost is \$22 million, and it is expected to be operational beyond 2006. The extension is primarily for departures.



NC		21	 (M)	Enplanements			 (K)	Operations		
		12	11,377,491	10,754,284	11,936,722	480	451,793	445,485	458,697	
		11				450				
		FY 98	FY 99	FY 00	FY 98	FY 99	FY 00			

CMH – Port Columbus International Airport

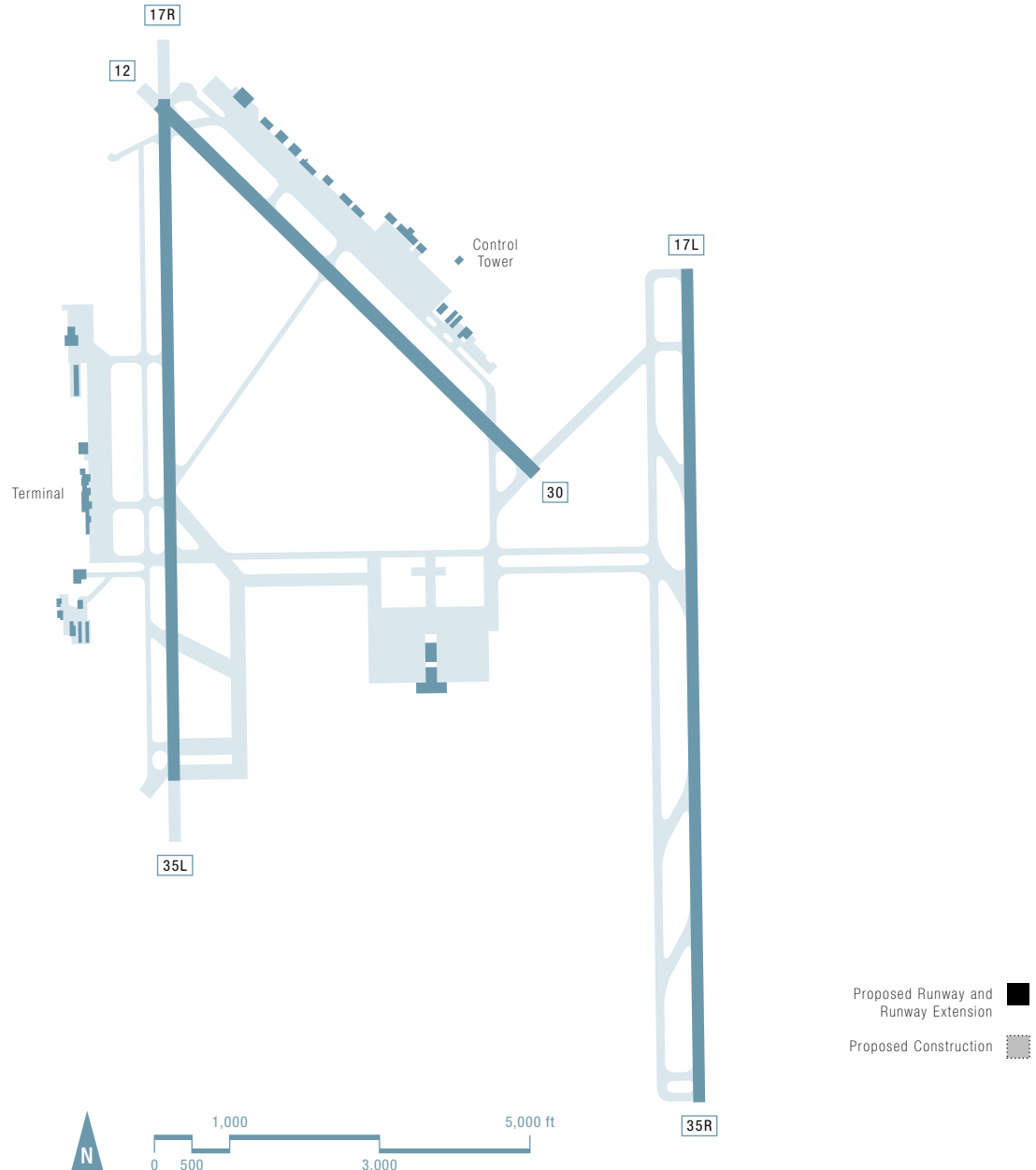
The Airport Layout Plan illustrates a third parallel Future Runway 10R/28L, constructed 800 ft. south of the existing Runway 20R/28L. (Existing Runway 10R/28L will become Runway 10C/28C upon completion of construction of the third parallel Future Runway 10R/28L.) The new runway will be 10,185 ft. in length and 150 ft. in width, with two high-speed exits, a 90-degree exit at the center and a 90-degree bypass taxiway at each end. This would provide a 3,600-ft. separation between the proposed Runway 10R/28L and the existing Runway 10L/28R. With the installation of the Precision Runway Monitor (PRM), the existing Runway 10L/28R and the proposed Runway 10R/28L could be used for arrival traffic. Runway 10C/28C would be used as the departure runway. Expected operational date is 2020, with project costs estimated at \$128 million.



OH	51	(M)	Enplanements			(K)	Operations		
			3,231,565	3,309,279	3,499,475		227,862	228,974	235,538
		3.6				240			
		3.3				220			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

COS – Colorado Springs Municipal Airport

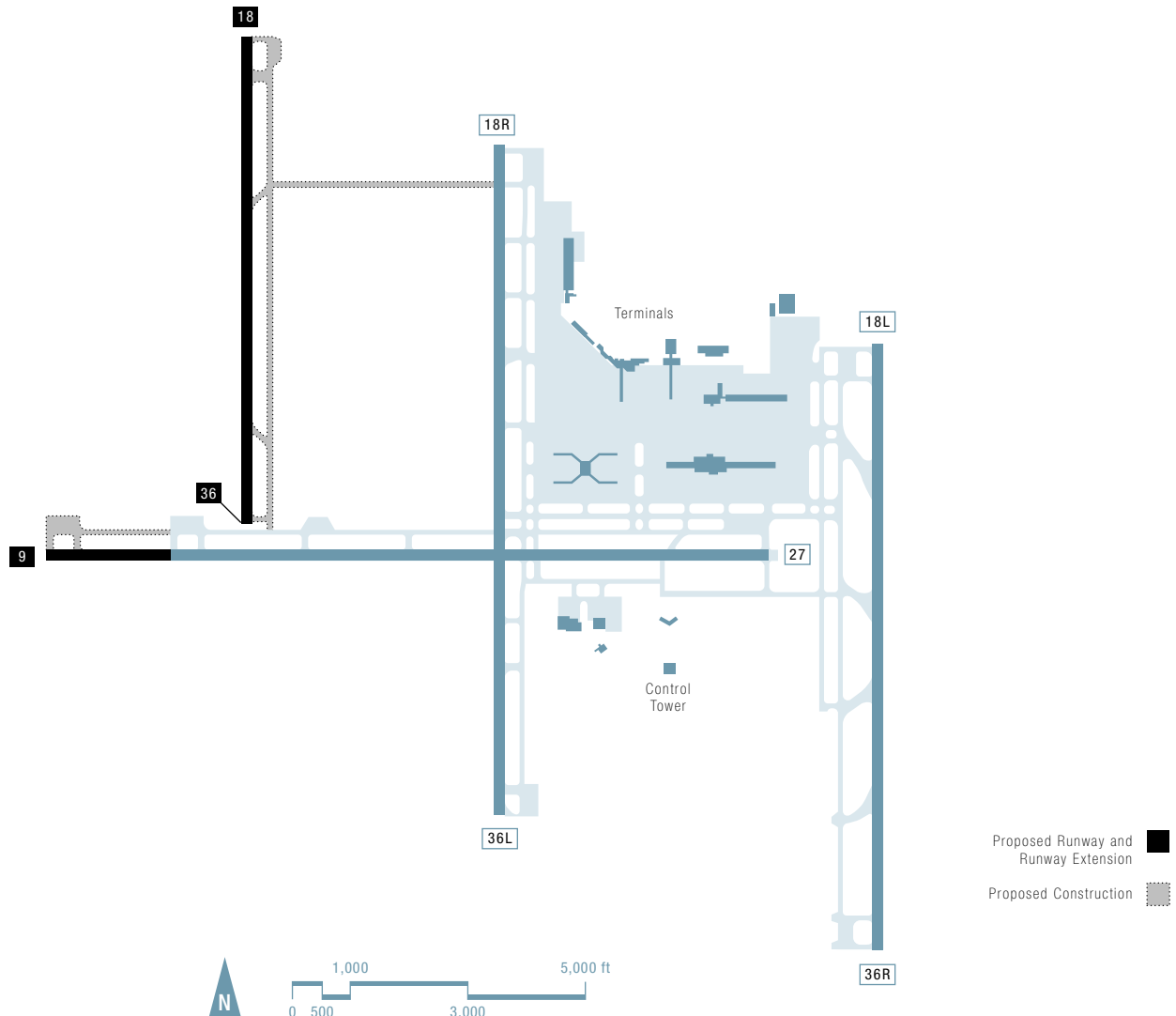
Runway 17R/35L will be reconstructed beginning March 2002 with completion scheduled for November 2002.



C0	83	✈️ (M)	Enplanements			✈️ (K)	Operations		
			1,329,355	1,247,484	1,209,120		173,273	223,223	230,677
		1.5				240			
		1.0				190			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

CVG – Greater Cincinnati International Airport

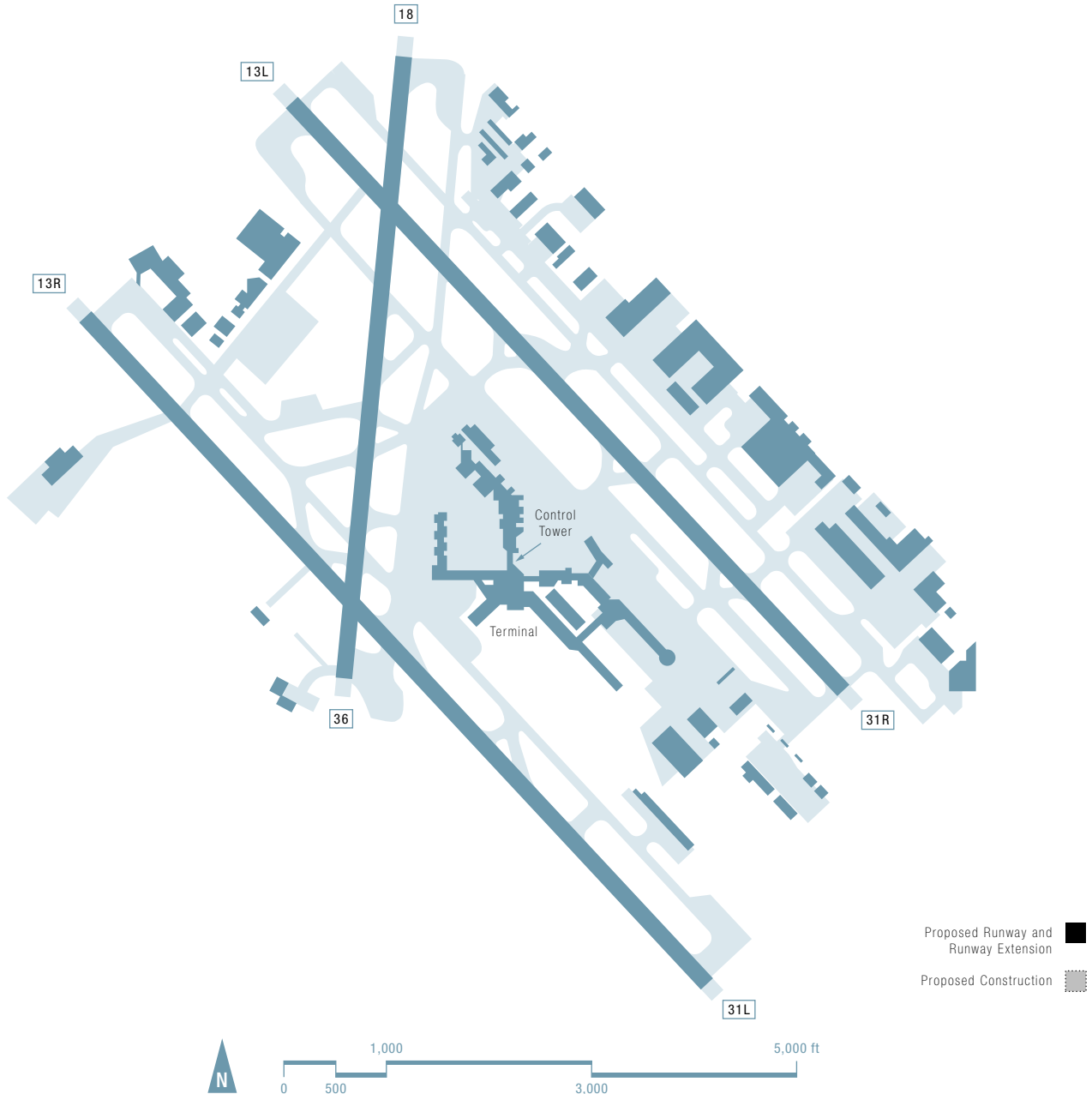
A new 8,000 ft. third parallel Runway 18R/36L is planned to be located 4,300 ft. west of the existing Runway 18R/36L (to be renamed 17/35). The estimated cost is \$233 million. The expected operational date is 2005. The new runway may allow triple independent IFR approaches. A 1,000 ft. extension to Runway 9 is required for the new runway to become operational. However, a 2,000 ft. extension is planned and is expected to be completed in 2005 at an estimated cost of \$18.2 million. The extension would allow departures of aircraft with heavier payloads and/or longer haul-lengths. An EIS is currently underway for both projects.



KY	22	(M)	Enplanements			(K)	Operations		
			10,352,131	10,801,642	9,185,962		437,716	466,030	485,191
		11				500			
		9	FY98	FY99	FY00	440	FY98	FY99	FY00

DAL – Dallas-Love Field

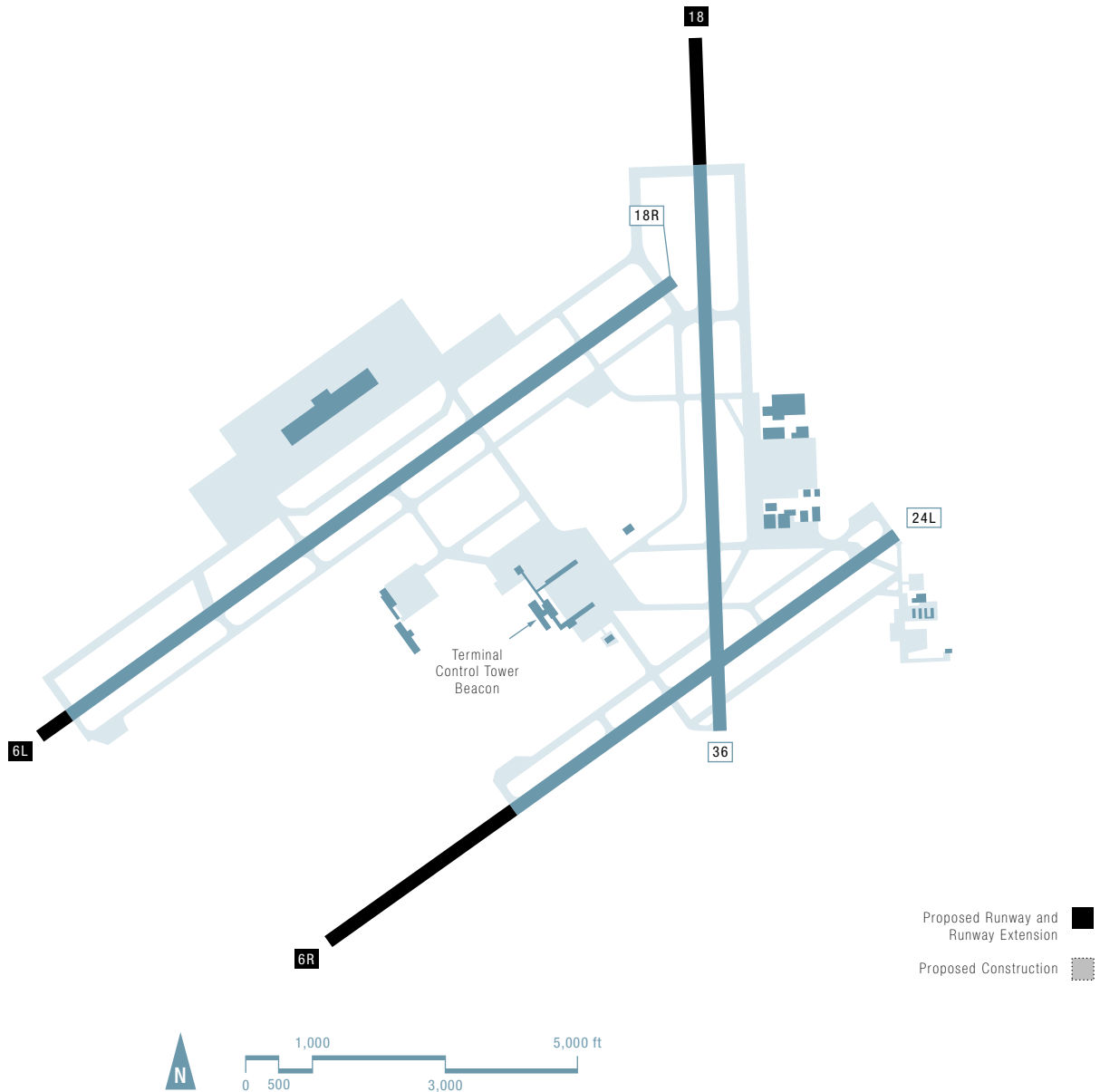
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.





TX	49	(M)	Enplanements			(K)	Operations		
			3,340,607	3,415,726	3,707,856		234,962	243,140	259,106
		3.8				260			
		3.4				235			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

DAY – Dayton International Airport

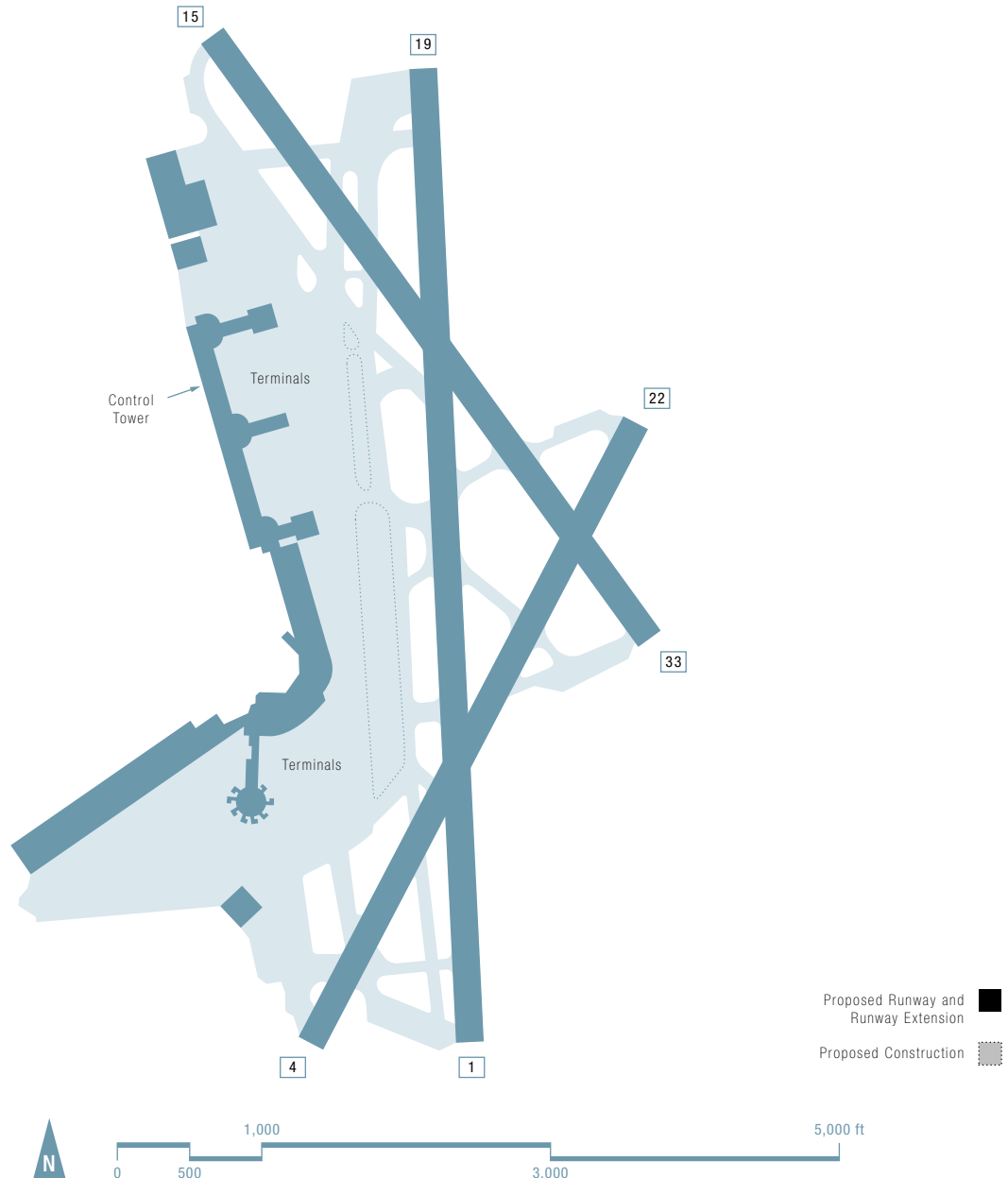
Future plan revisions under consideration are: a northerly shift of Runway 18/36 including an extension to Runway 18 end to provide a total length of 9,500 ft.; an additional extension to Runway 6R end to provide a total length of 11,000 ft.



OH	84	 (M)	Enplanements			 (K)	Operations		
			1,043,390	1,109,094	1,166,726		151,479	152,004	148,085
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

DCA – Ronald Reagan National Airport

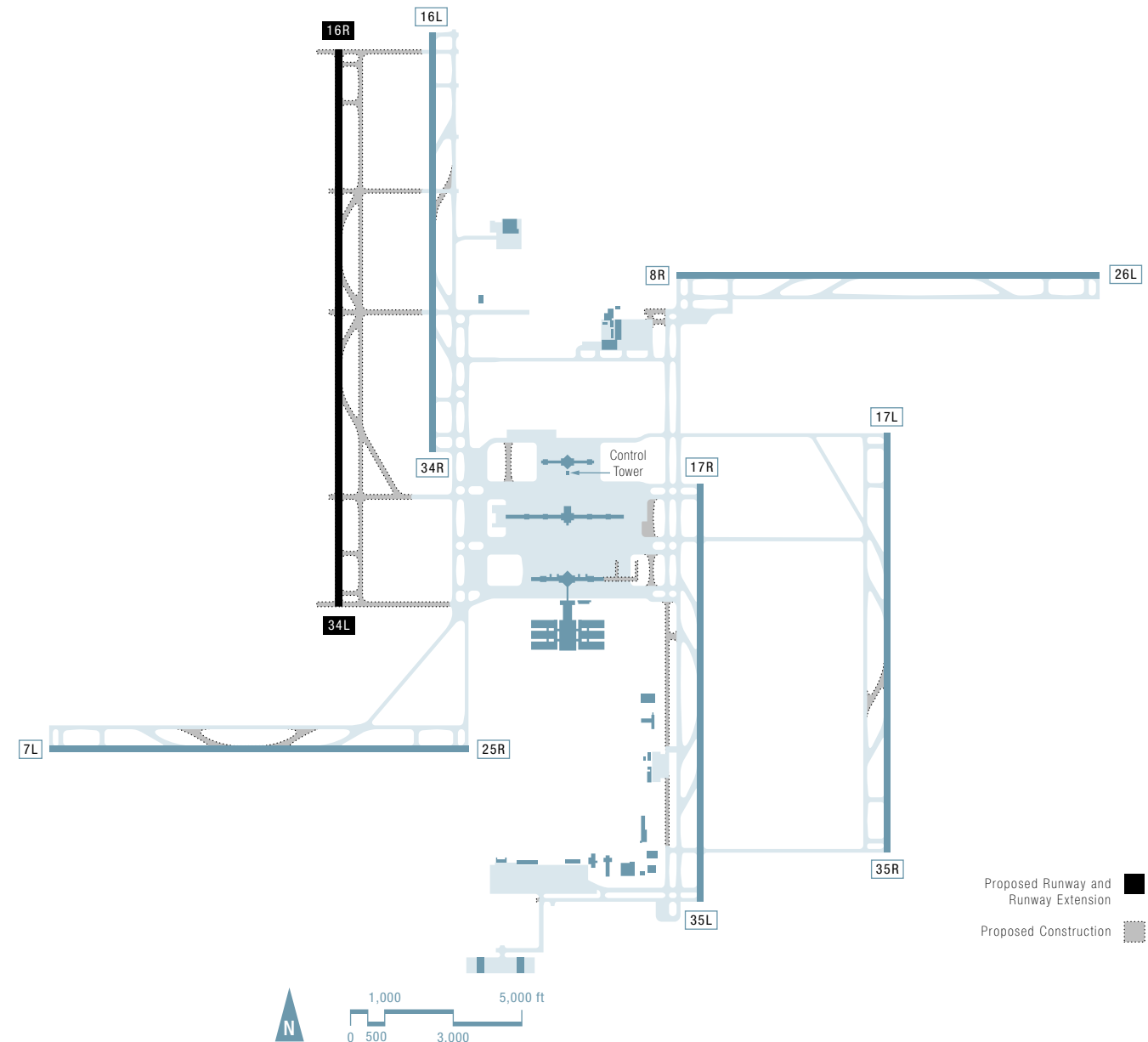
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.





VA	31	(M)	Enplanements			(K)	Operations		
			7,574,624	7,277,596	7,959,838		308,311	315,737	344,092
		8.0				360			
		7.5				320			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

DEN – Denver International Airport

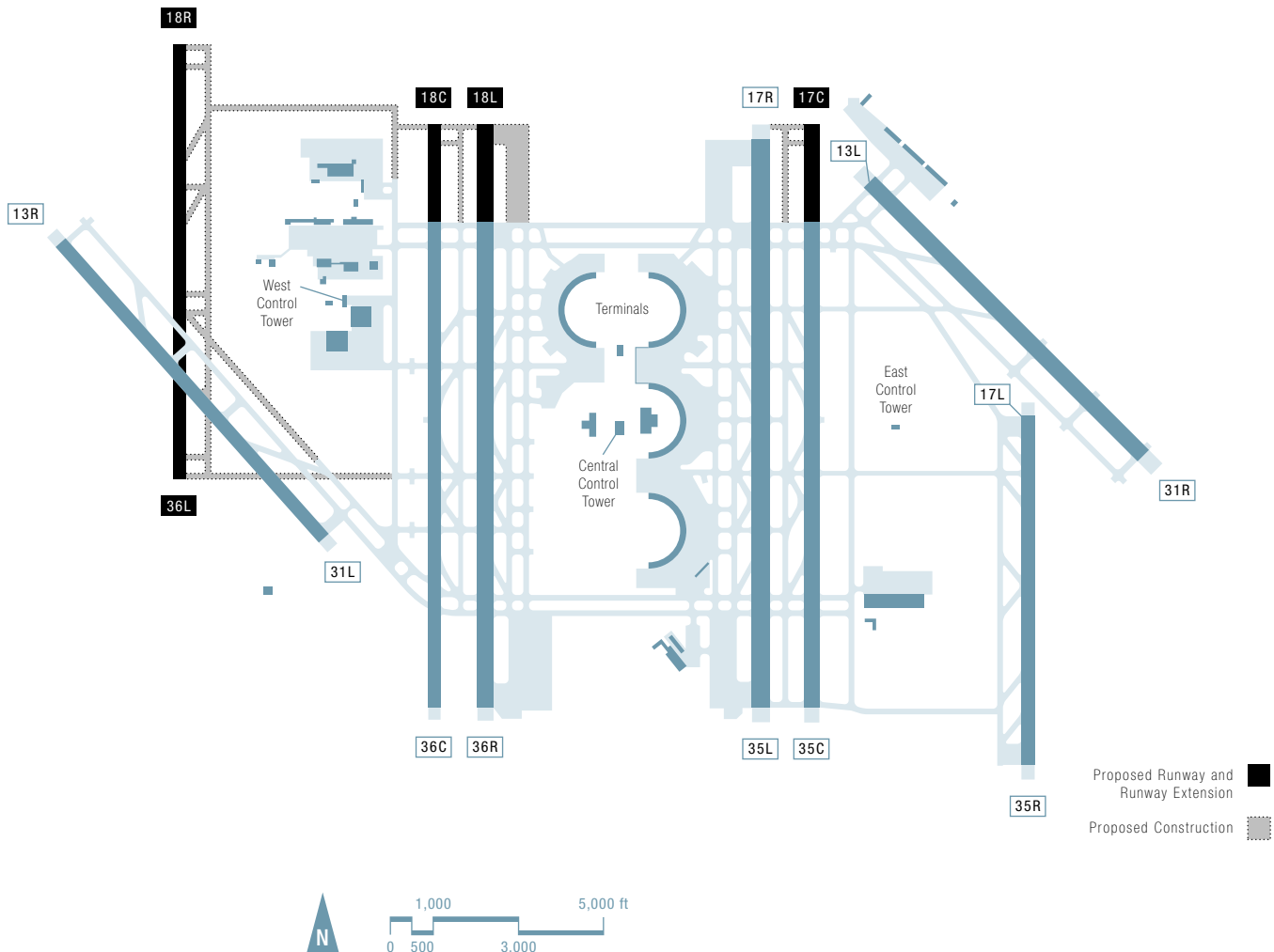
Runway 16R/34L is the last of the six original runways to be built at the new airport. It will be separated 2,600 ft. from Runway 16L/34R, and be 16,000 ft. in length and is designed to accommodate Group VI aircraft. The runway is under construction and is expected to be completed in 2003 at an estimated cost of \$150 million. Other airfield construction being completed in FY 2002 includes cross-field Taxiway EA and a new de-icing Pad J.



C0	6	 (M)	Enplanements			 (K)	Operations		
			17,325,676	18,148,611	18,883,765		484,756	494,884	520,882
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

DFW – Dallas-Fort Worth International Airport

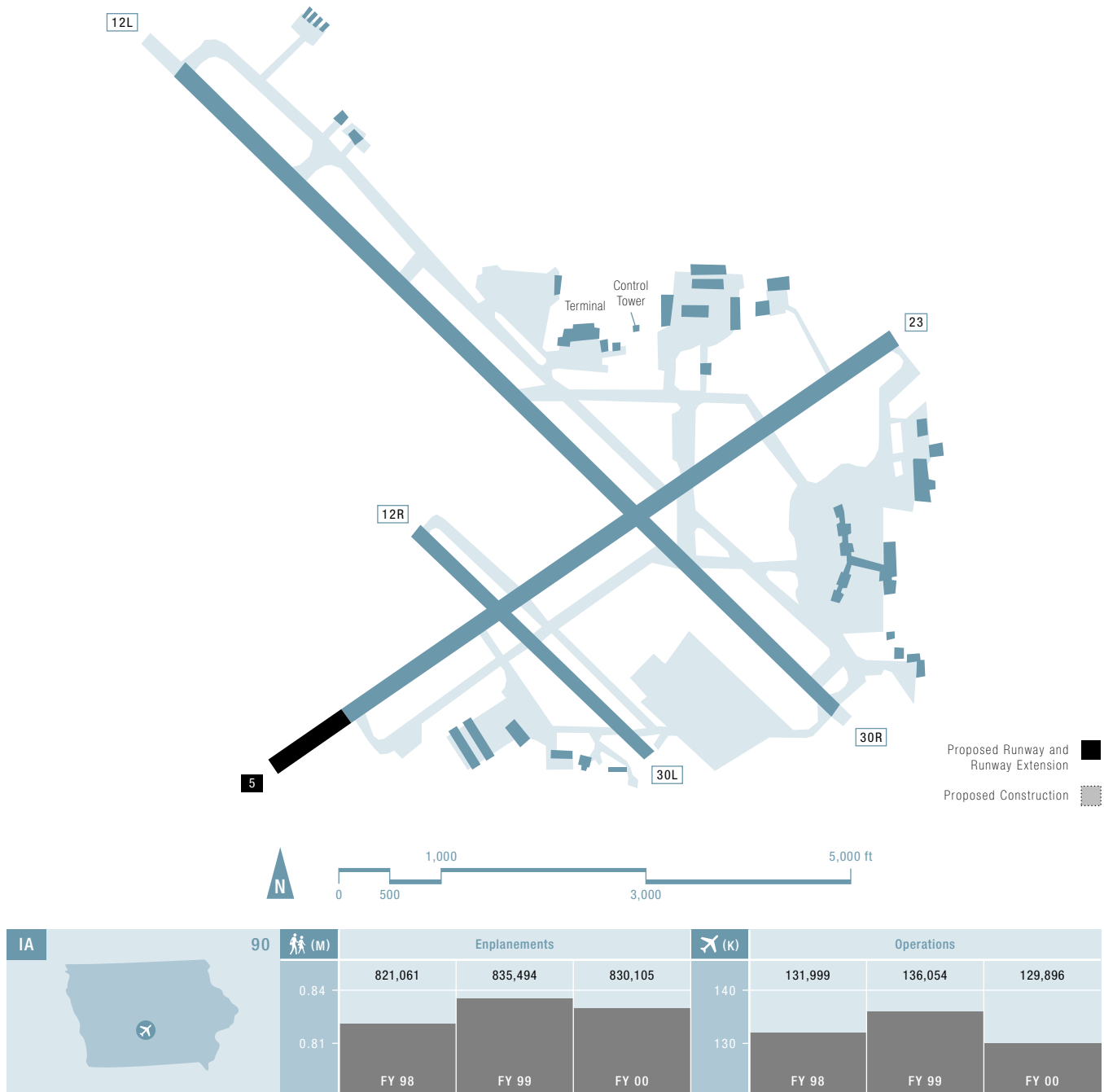
Proposed 2,000-ft. extensions to all of the north/south parallel runways will provide an overall length of 13,400 ft. for each. All extensions are expected to be completed by 2005. The estimated cost of the extensions is \$95 million. A terminal expansion program has recently been completed that added five new jet departure gates to the south side of Terminal 2W; provided baggage and passenger connections to Terminal 2E; and renovated a portion of Terminal 2W. Construction on the new west runway, Runway 18R/36L, will begin when warranted by aviation demand. It could be available as early as 2005. The estimated cost is \$400 million. It will be located 5,800 ft. west of the existing Runway 18R/36L (to be renamed 18C/36C), and will be used primarily for arrivals. The addition of Runway 18R/36L will allow DFW to accommodate quadruple simultaneous precision instrument approaches.



TX	4	(M)	Enplanements			(K)	Operations		
			28,423,672	28,074,665	28,066,194		944,647	867,146	875,673
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

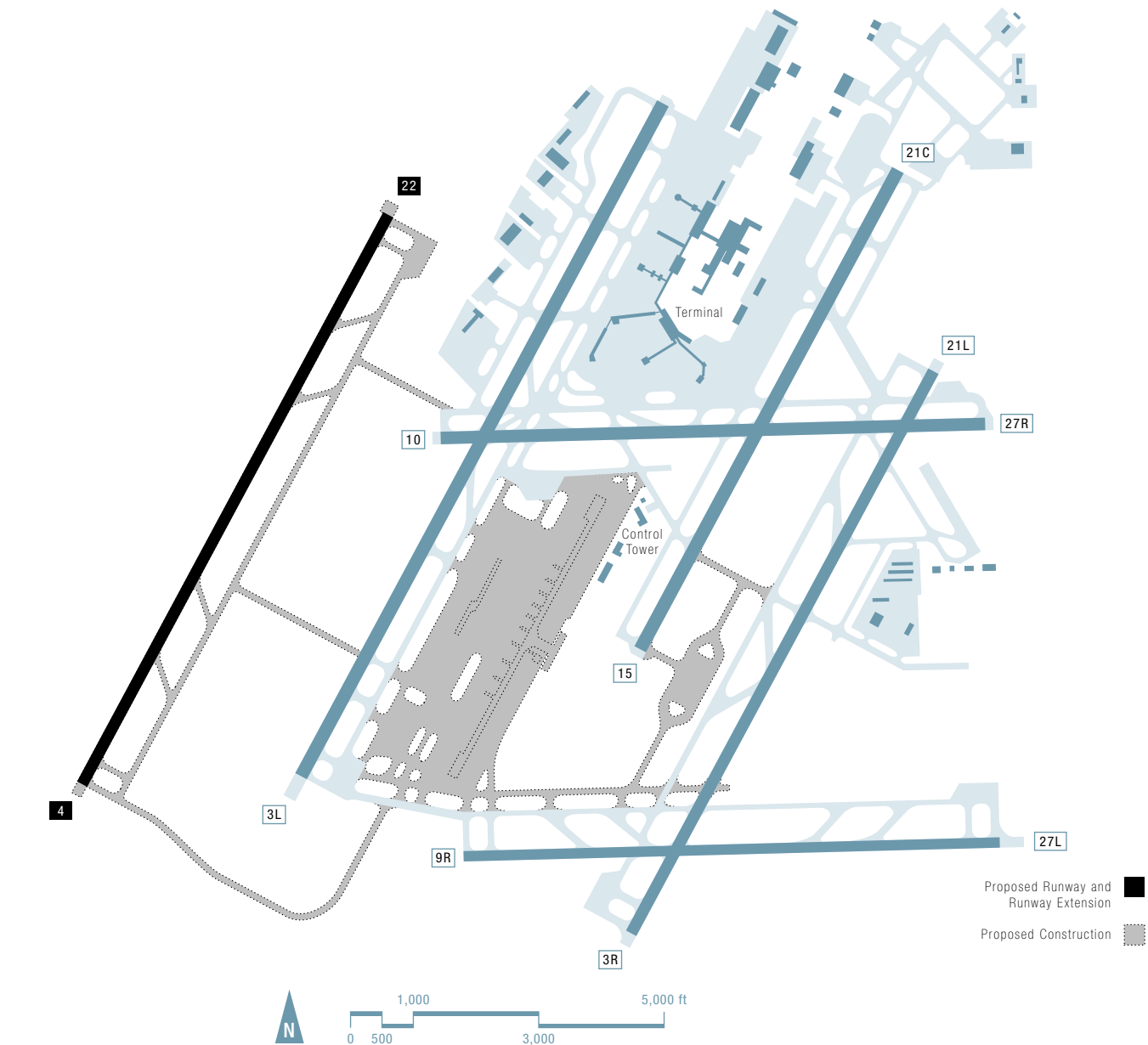
DSM – Des Moines International Airport



Construction began in 1997 for a southwest extension of Runway 5/23, and was completed in 2001. Cost for construction is estimated at \$31 million, with an additional estimated \$23 million for road relocation.



DTW – Detroit Metropolitan Wayne County Airport

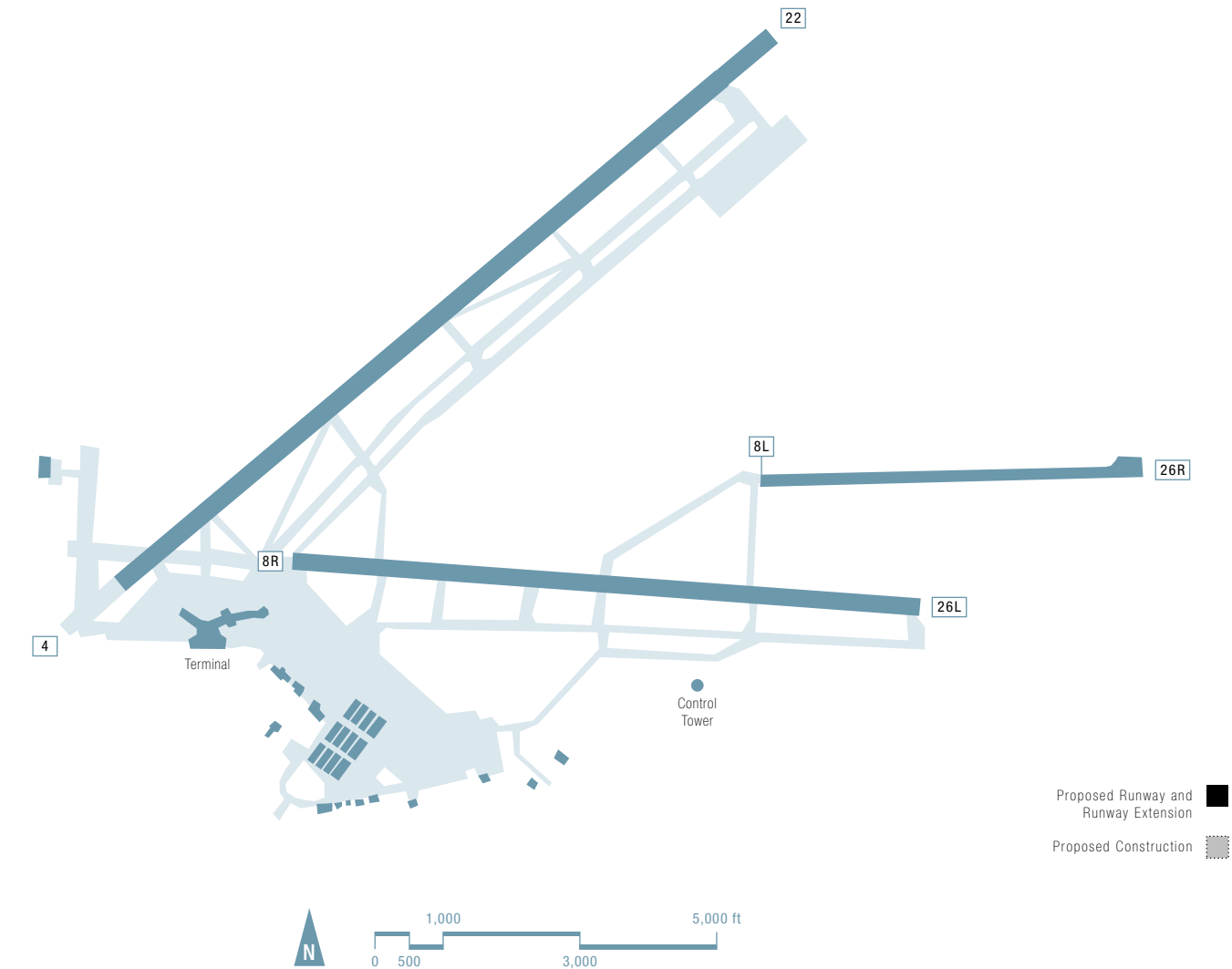
A fourth north-south parallel, Runway 4/22 began in 1999 and will be completed in 2001. The estimated cost of construction is \$116.5 million. This runway could potentially permit triple IFR arrivals with one dependent and one independent pairing.






MI	9	 (M)	Enplanements			 (K)	Operations		
			15,456,583	16,910,175	17,873,801		531,334	561,295	561,123
		18				570			
		16				540			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

ELP – El Paso International Airport

Passenger Facility Charge collection was completed for the 1,000-ft. extension of Runway 22. The estimated cost is \$7 million.



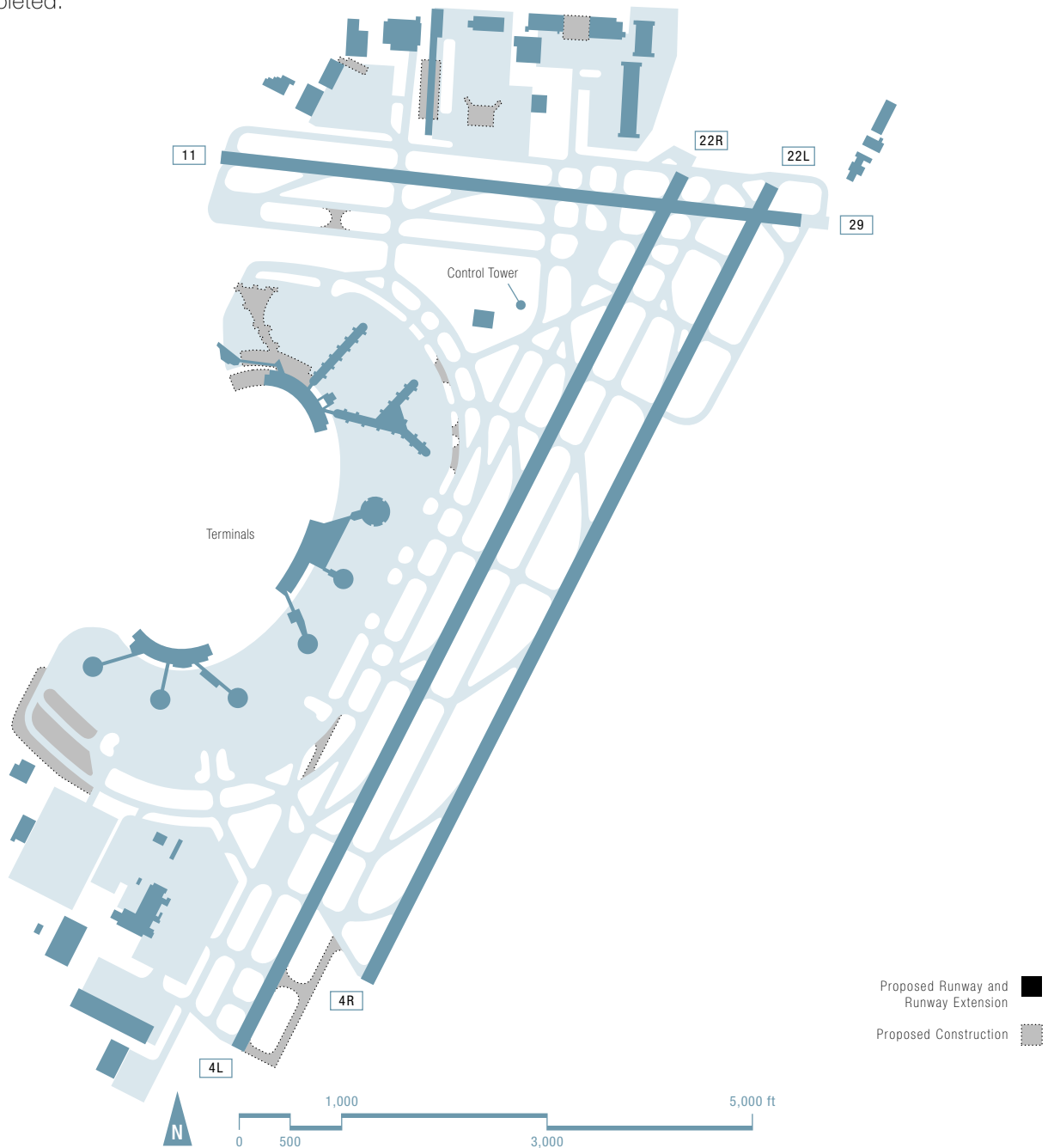
TX		69	 (M)	Enplanements			 (K)	Operations		
				1,631,484	1,663,004	1,685,686		138,138	144,761	141,768
				1.8				150		
				1.6				140		
				FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

E

AIRPORT LAYOUTS FOR THE TOP 100 AIRPORTS

EWR – Newark International Airport

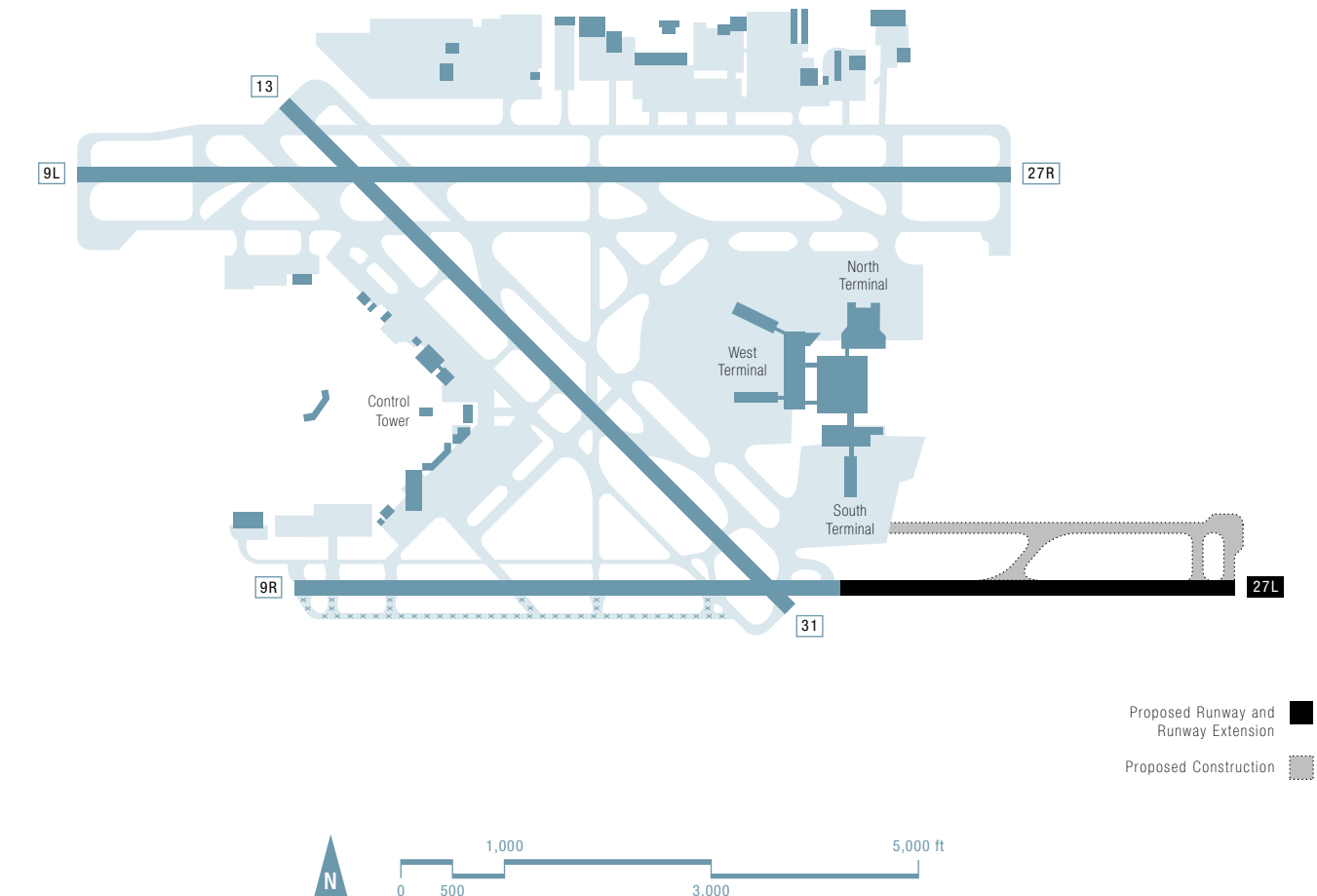
A 2,800 foot extension to Runway 4L/22R (4L extension of 1,000 feet, 22R extension of 1,800 feet) has recently been completed.



NJ	10	10 18 16	Enplanements			470 460	Operations		
			16,112,546	16,794,443	17,144,940		461,237	463,492	458,677
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

FLL – Fort Lauderdale-Hollywood International Airport

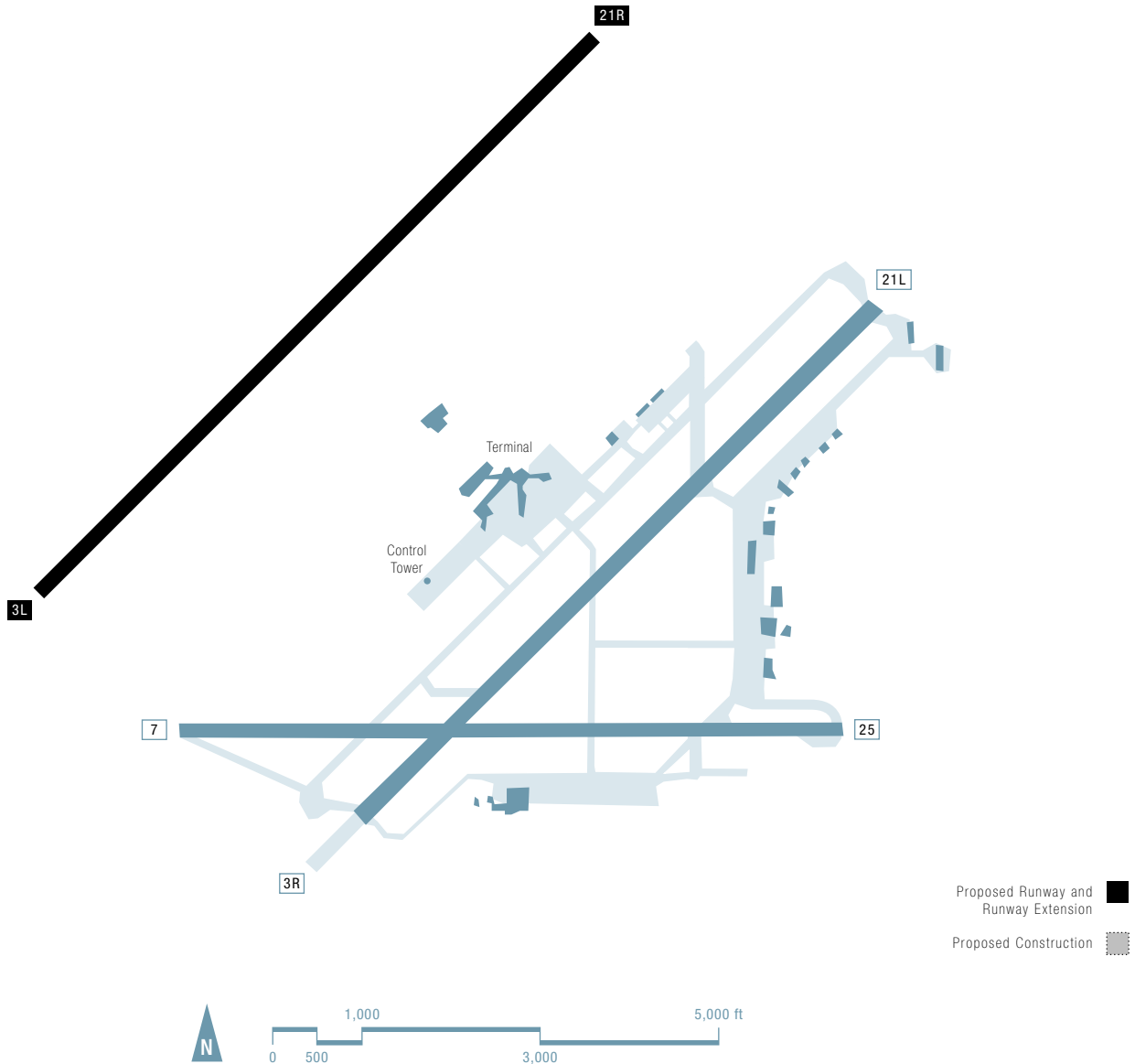
An extension of the short parallel Runway 9R/27L to 9,000 ft. is planned to provide the airport with a second parallel, air carrier runway. Construction is expected to begin in 2003. The estimated cost of construction is \$300 million. The anticipated operational date is 2005. The extended runway would be used for arrivals and departures and would allow dual dependent IFR arrivals of all types of aircraft.






FL	30	(M)	Enplanements			(K)	Operations		
			6,046,536	6,858,842	8,541,532		249,422	279,823	287,094
		9				290			
		7				260			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

GEG – Spokane International Airport

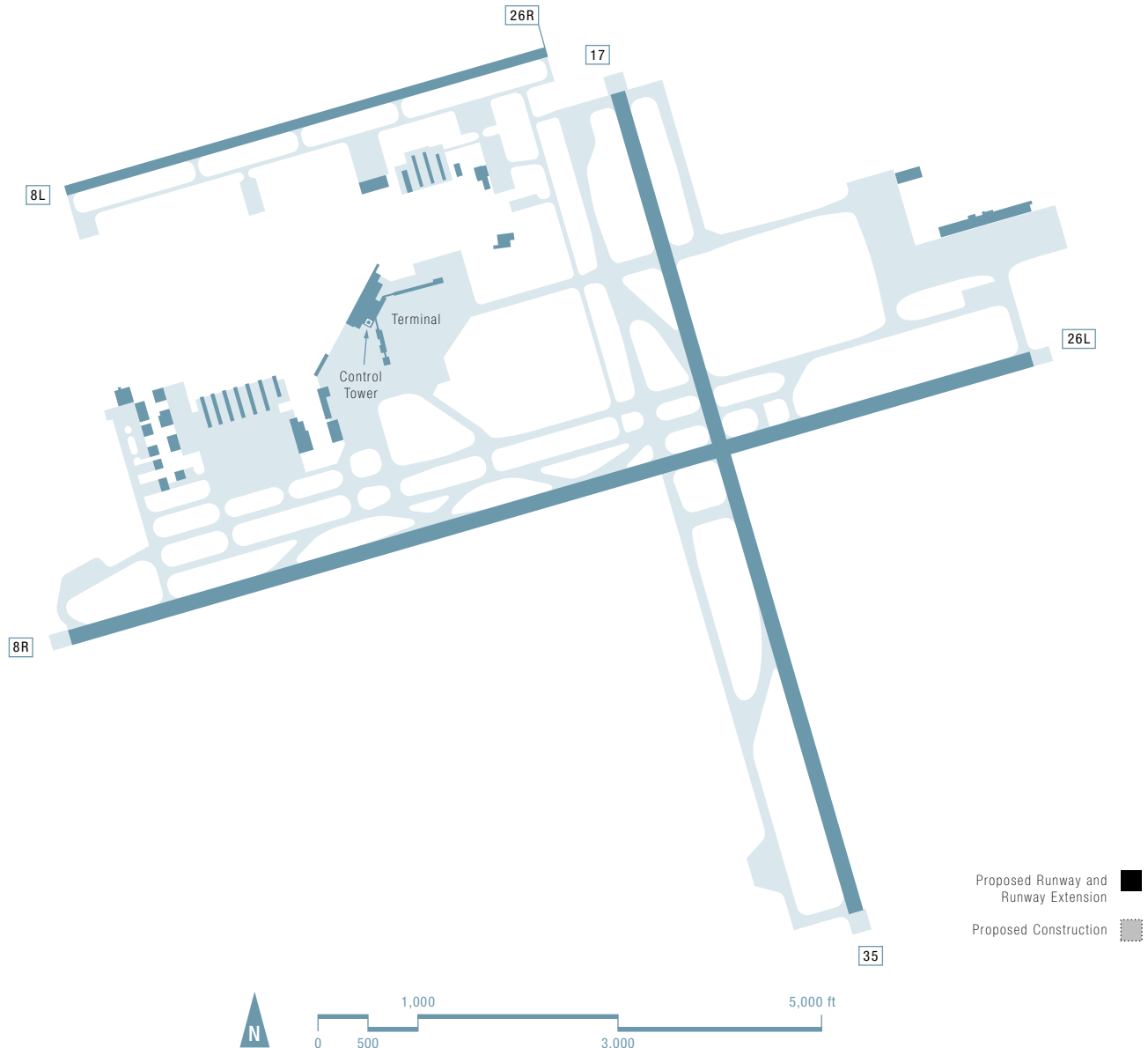
The long-term future plan is to construct a new parallel Runway 3L/21R, 8,800 ft. long and separated from Runway 3R/21L by 4,400 ft. This would enable independent parallel operations, doubling hourly IFR arrival capacity.



WA	73	 (M)	Enplanements			 (K)	Operations		
	1.6		1,472,901	1,494,400	1,560,577	120	106,234	114,793	119,210
	1.5					110			
		FY 98	FY 99	FY 00	FY 98		FY 99	FY 00	

GRR – Gerald R. Ford International Airport

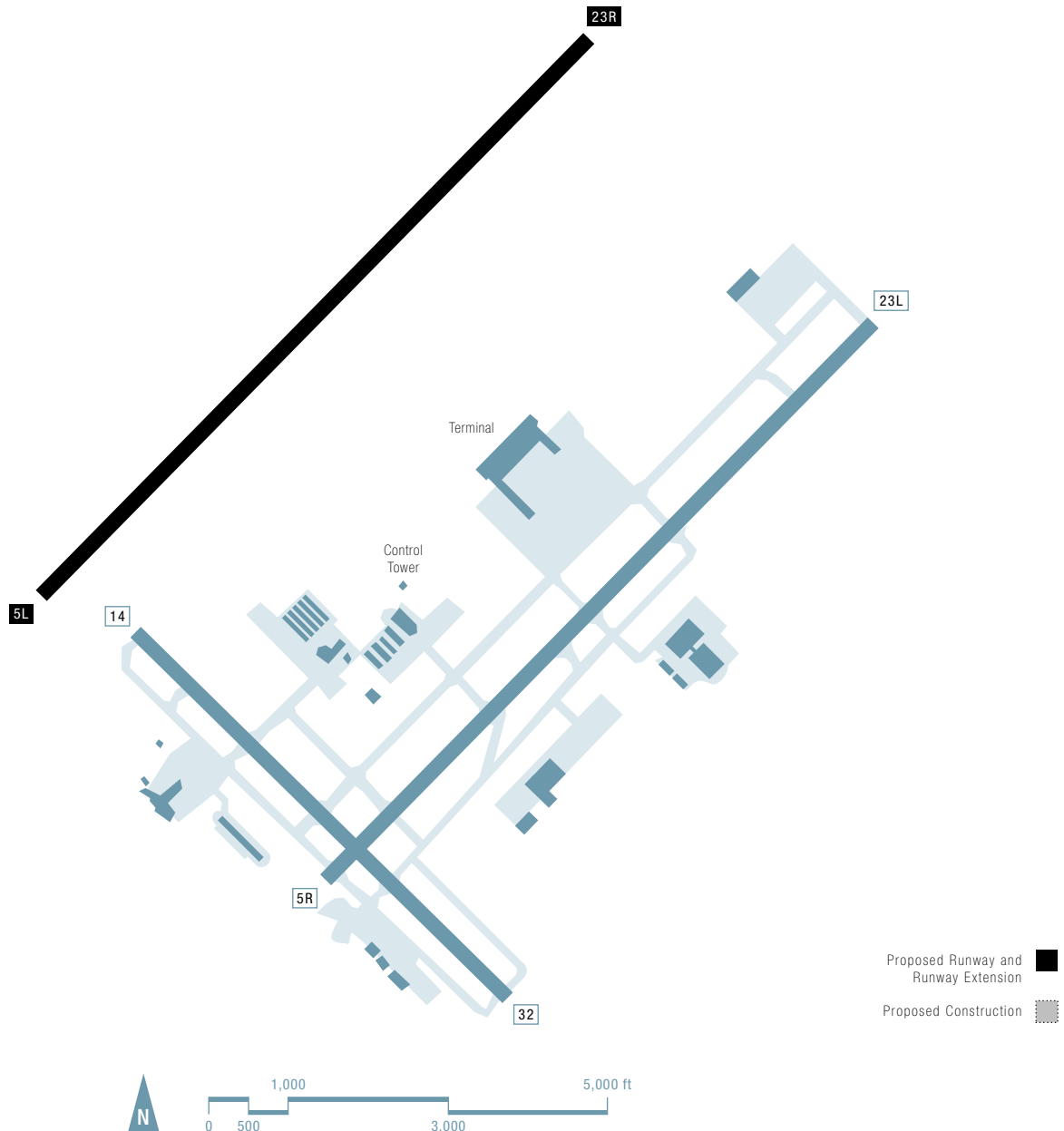
A new 7,000-ft. parallel Runway 8L/26R is planned for future development. The current 8L/26R would be converted into a taxiway at that time. There are no immediate plans to construct Runway 8L/26R. This is a long-term proposal in 10-20 years.






MI	87	(M)	Enplanements			(K)	Operations		
			875,698	905,280	950,164		136,911	138,383	140,394
		1.1				150			
		0.8				135			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

GSO – Greensboro Piedmont Triad International Airport

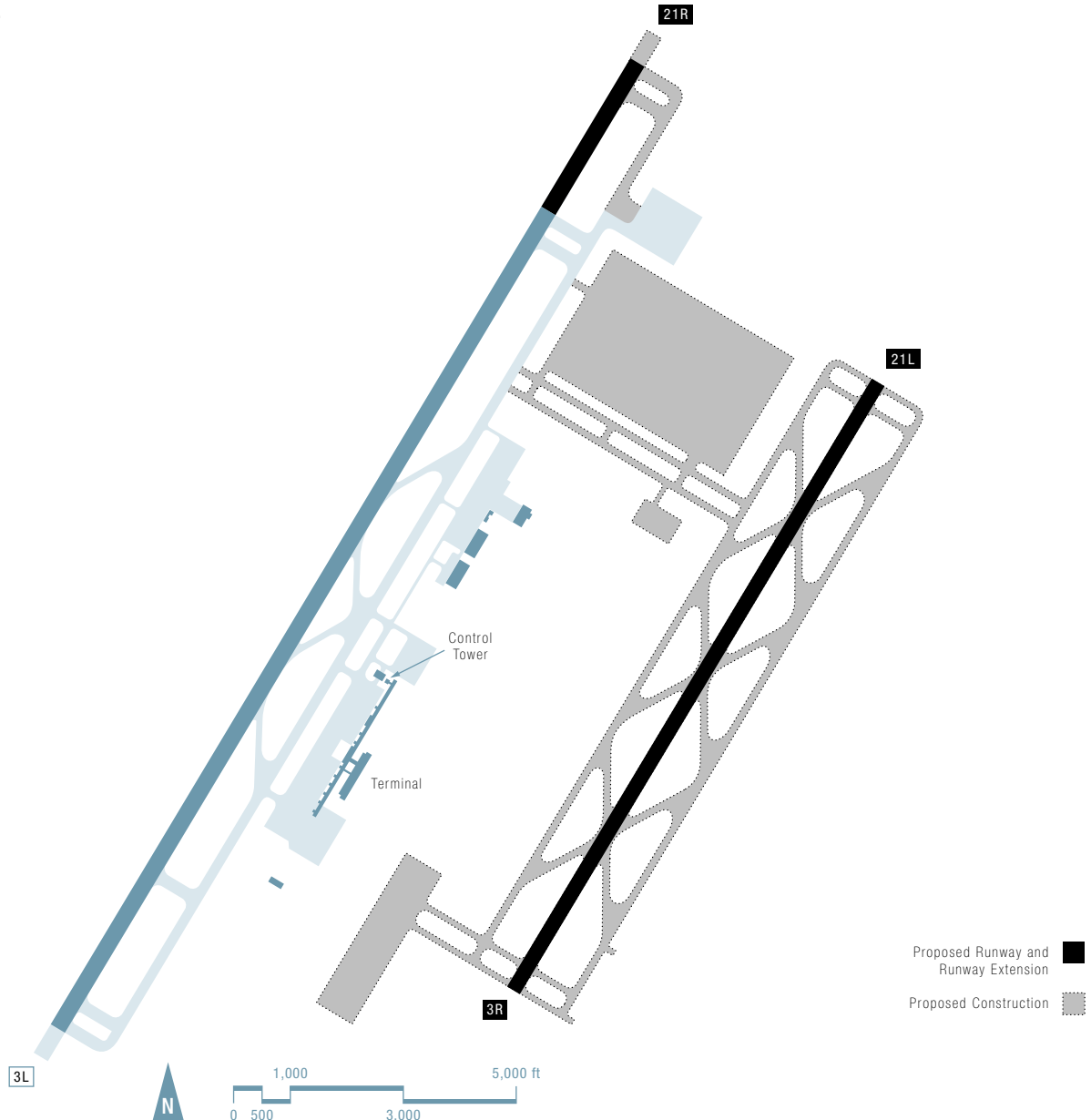
Construction of a new 10,000 ft. parallel Runway 5L/23R, 5,300 ft. north of Runway 5/23, is being planned. An EIS is currently underway and is expected to be complete by 2001. It is expected to be operational by 2004. The estimated cost is \$96 million. The new runway would allow dual independent arrivals and departures in all weather conditions.



NC		78	 (M)	Enplanements			 (K)	Operations		
		1.5	1,230,593	1,370,143	1,395,692	140	125,503	132,289	137,526	
		1.3				125				
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00	

GSP – Greenville-Spartanburg International

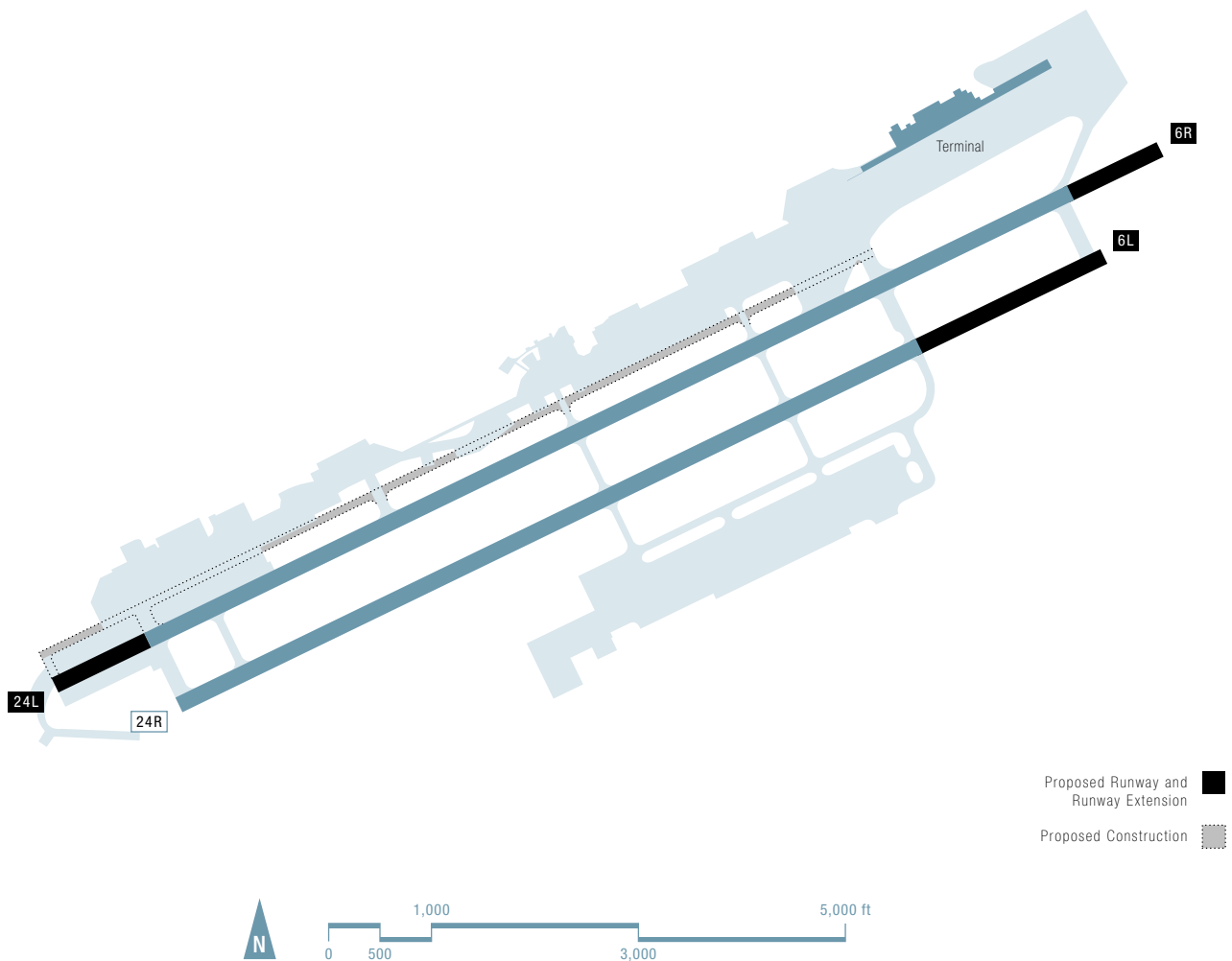
A new 8,200-ft. parallel Runway 3R/21L is anticipated in 2010 at an estimated cost of \$65 million. Presently, it is planned to have a 4,300-ft. separation from Runway 3L/21R. This would allow dual independent IFR arrivals, potentially doubling hourly IFR arrival capacity. Also, an extension of Runway 3L/21R to 11,000 ft. was completed in 1999 at a cost of \$57.6 million. The extension allows departures of aircraft with larger payloads and/or greater haul-lengths.



SC	93	(M)	Enplanements			(K)	Operations		
			704,933	742,634	792,339		58,813	62,577	68,541
			0.80				70		
			0.73				60		
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

GUM – Guam International Airport

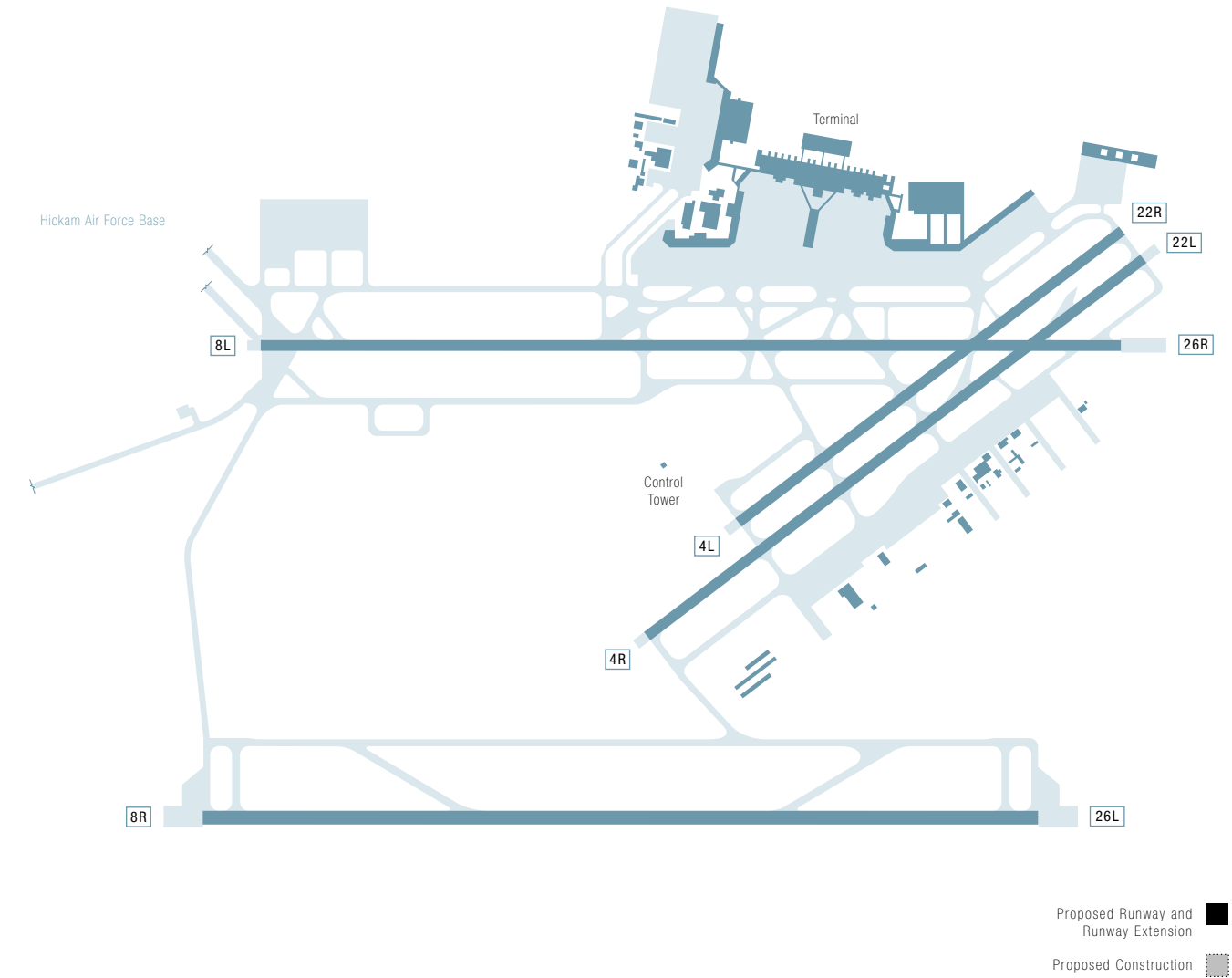
Extensions to both Runway 6L/24R and Runway 6R/24L are proposed. The 2,000 ft. extension to Runway 6L/24R has a proposed operational date of 2004. The 3,000 ft. extension to Runway 6R/24L has a proposed operational date of 2010. Both runway extensions are expected to cost \$30 million each.



GUAM	70	1.8 1.5	Enplanements			62 56	Operations		
			1,670,849	1,507,821	1,697,112		53,711	57,351	60,149
			FY98	FY99	FY00		FY98	FY99	FY00

HNL – Honolulu International Airport

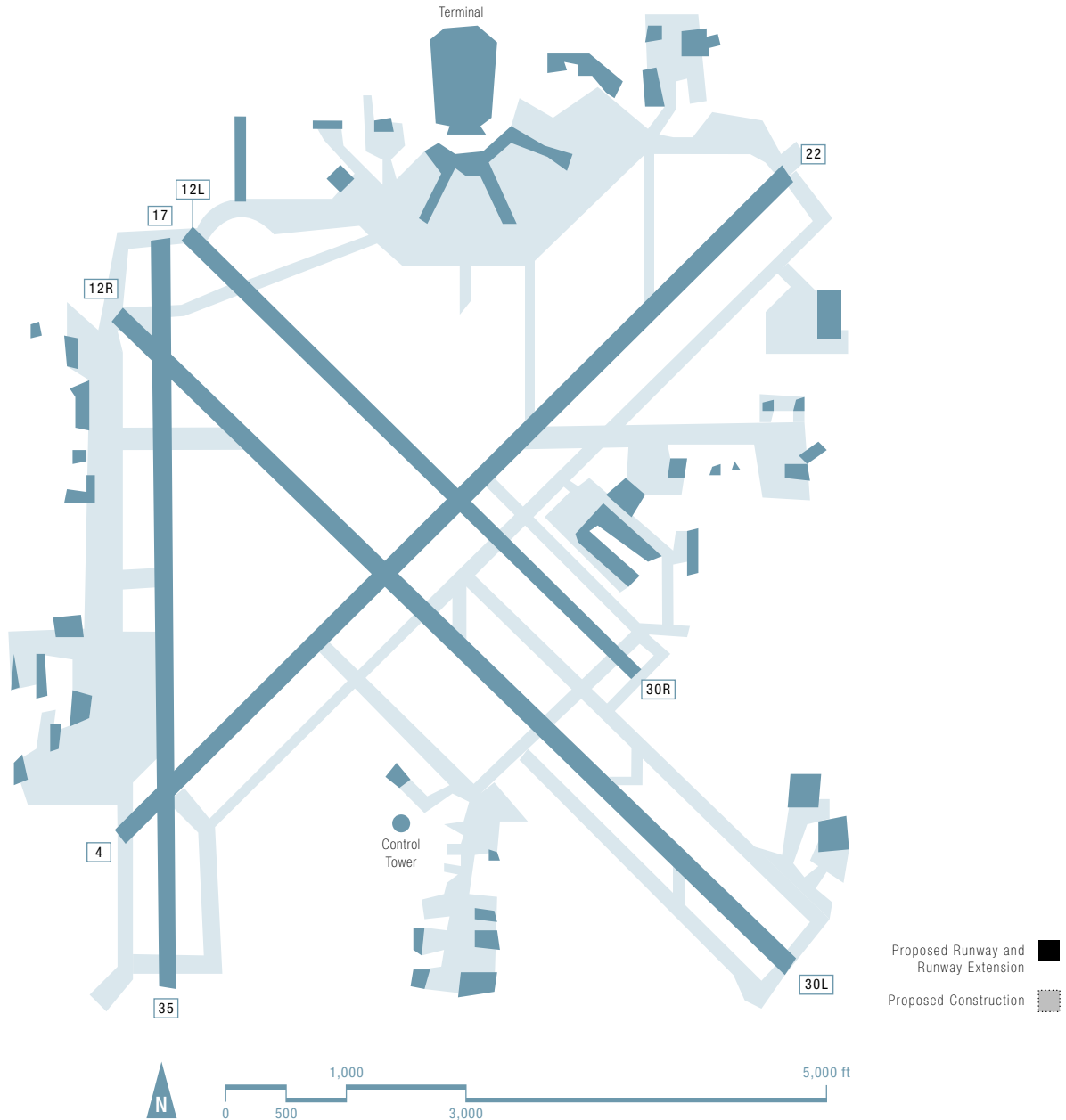
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



HI	23	(M)	Enplanements			(K)	Operations		
			10,770,795	10,611,794	10,511,446		334,281	345,002	343,296
		11				350			
		10				335			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

HOU – Houston William P. Hobby Airport

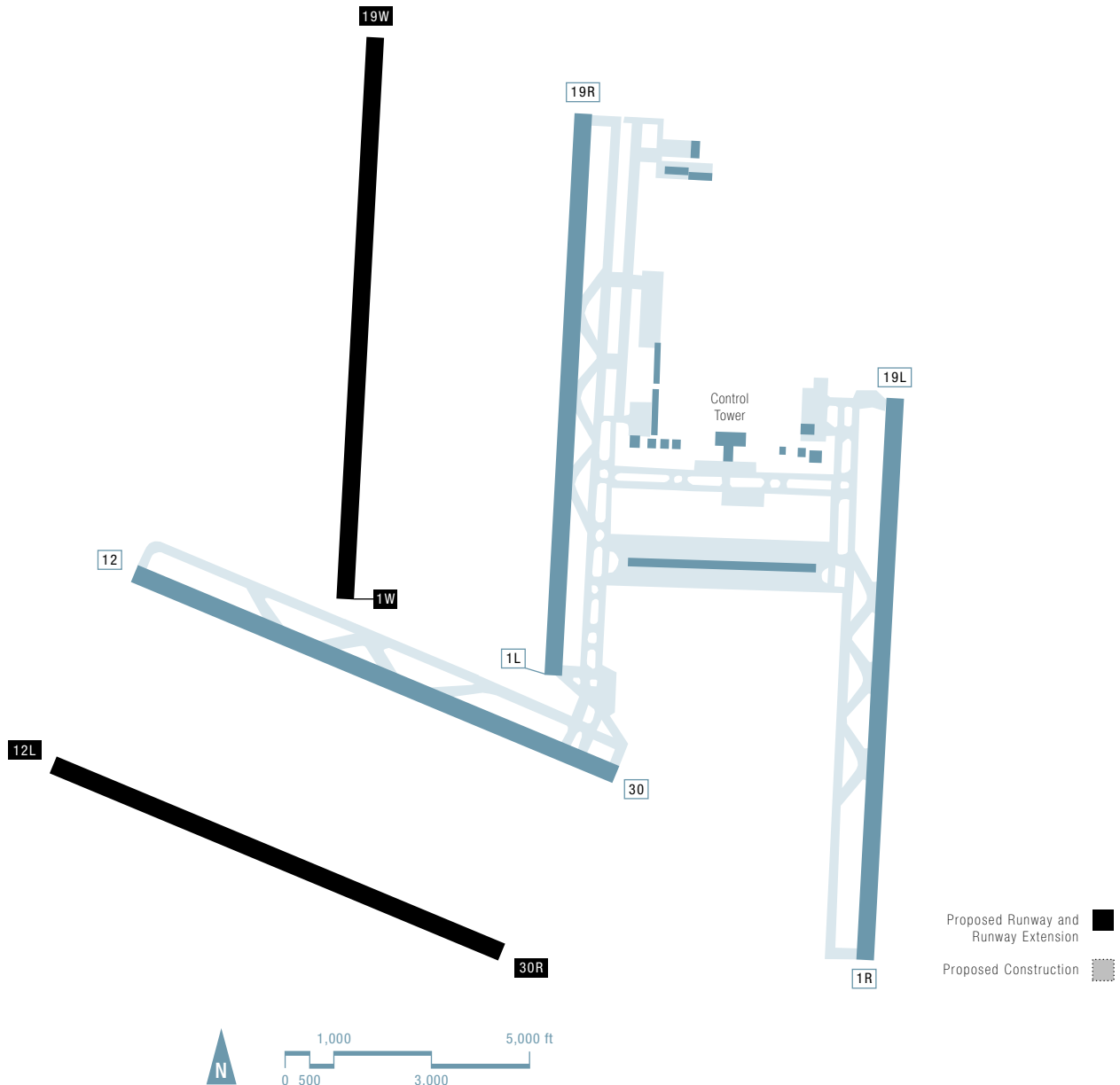
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



TX	43	(M)	Enplanements			(K)	Operations		
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00
		4.4	4,167,232	4,222,752	4,239,410	260	259,129	258,184	254,900
		3.9				255			

IAD – Washington Dulles International Airport

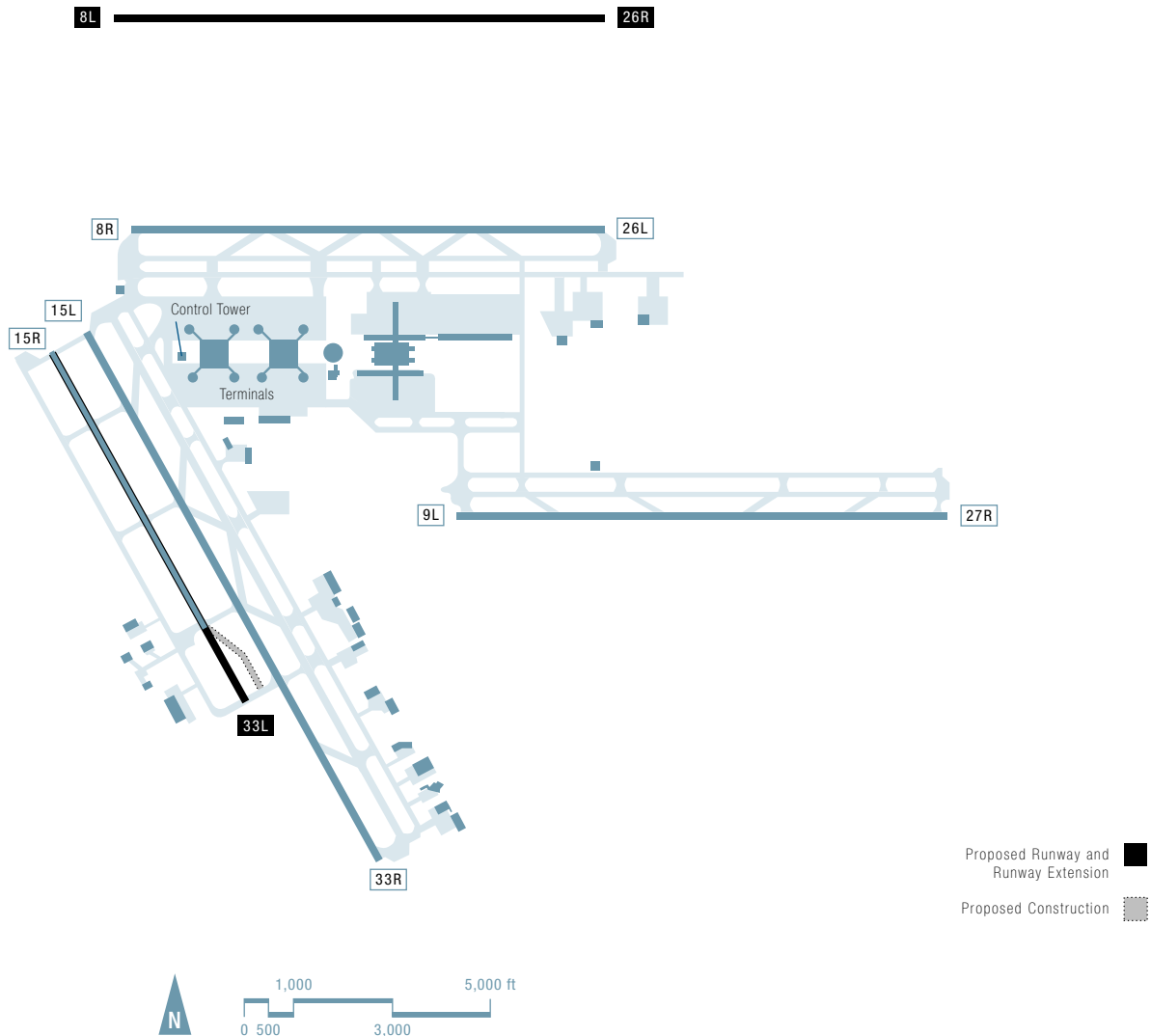
Two new parallel runways are under consideration. A north-south parallel Runway 1W/19W, would be located west of the existing parallels and north of Runway 12/30. This could provide triple independent parallel approaches, if they are approved. A second parallel Runway 12R/30L has been proposed for location southwest of Runway 12/30. The cost to build the two runways is estimated at \$400 million.



VA	26	(M)	Enplanements			(K)	Operations		
			7,011,795	8,824,447	8,501,994		382,278	459,098	495,717
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

IAH – George Bush International Airport

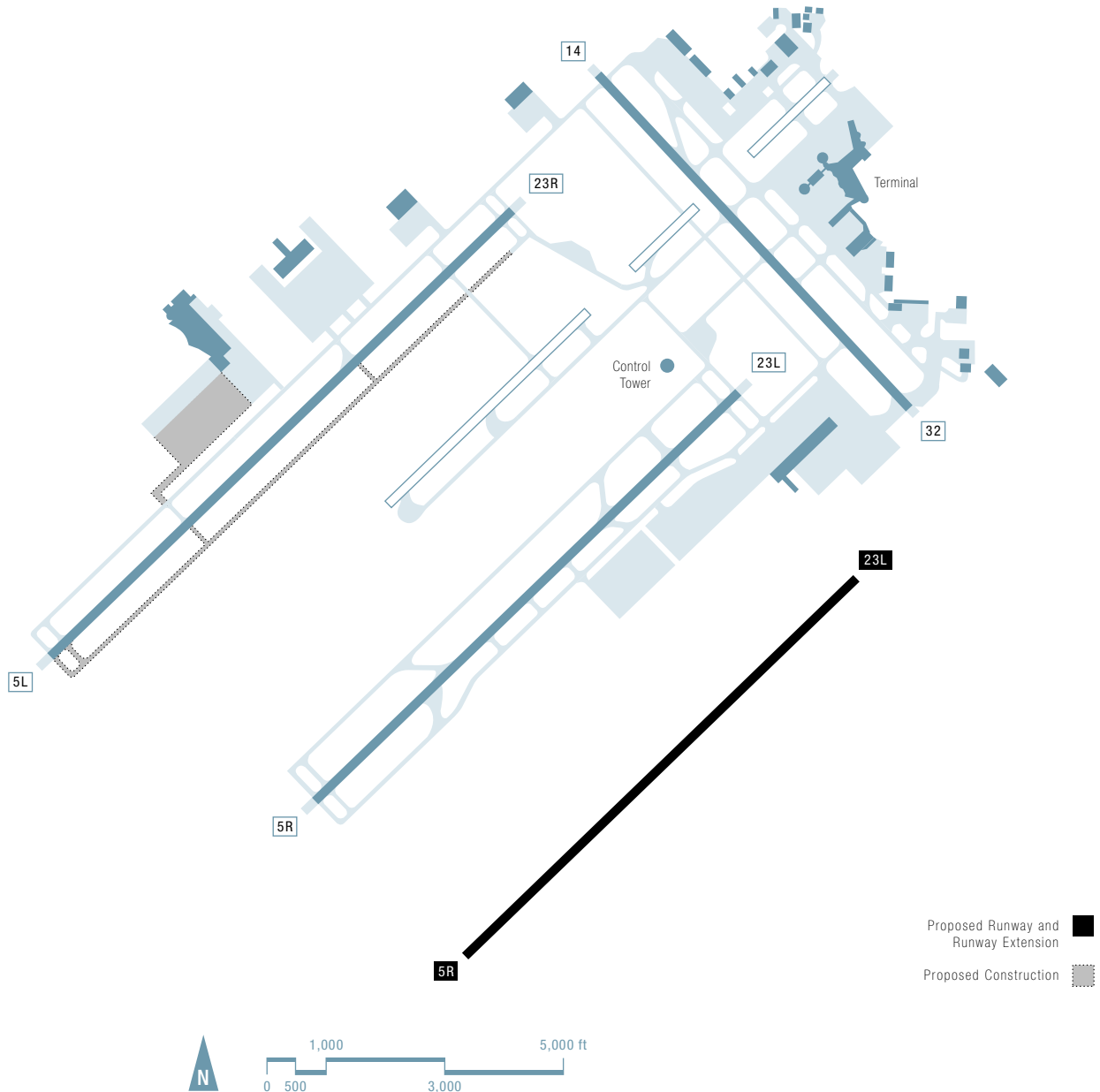
An \$85 million, 4,000-ft. extension to Runway 15R/33L is planned for the year 2002. A new Runway 8L/26R is planned to be parallel to, and north of, the existing Runway 8/26. Commissioning is tentatively scheduled for the year 2003. Runway 8L/26R, in conjunction with Runways 9L/27R and 8R/26L, has the potential to support triple IFR approaches, if approved. Another new runway, 9R/27L, parallel to and south of Runway 9/27, is also planned in the distant future. Construction is expected to cost \$260 million for Runway 8L/26R.



TX	13	18	Enplanements			490	Operations		
			14,126,938	14,996,958	16,564,385		440,038	460,158	483,806
		15				430			
			FY 98	FY99	FY 00		FY 98	FY 99	FY 00

IND – Indianapolis International Airport

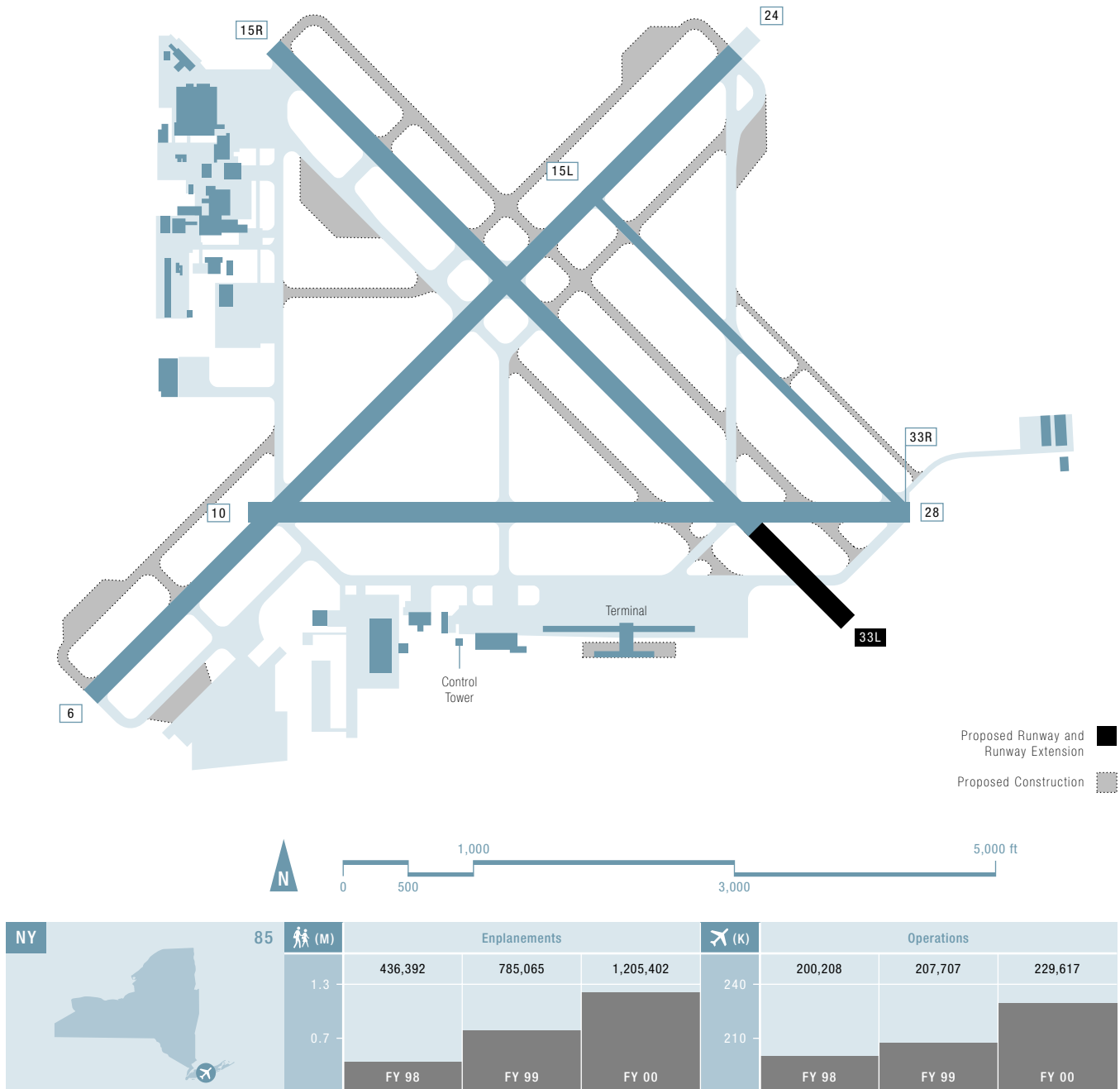
A third parallel Runway 5R/23L, is planned south of existing Runway 5R/23L (to be renamed 5C/23C). Estimated project cost is \$80 million, and the expected operational date is 2008. Taxiway “N” was put into service in October 1999 at a total cost of \$7.6 million.



IN	46	(M)	Enplanements			(K)	Operations		
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00
		4.0	3,638,651	3,729,011	3,848,584	280	242,591	251,199	259,861
		3.5				250			

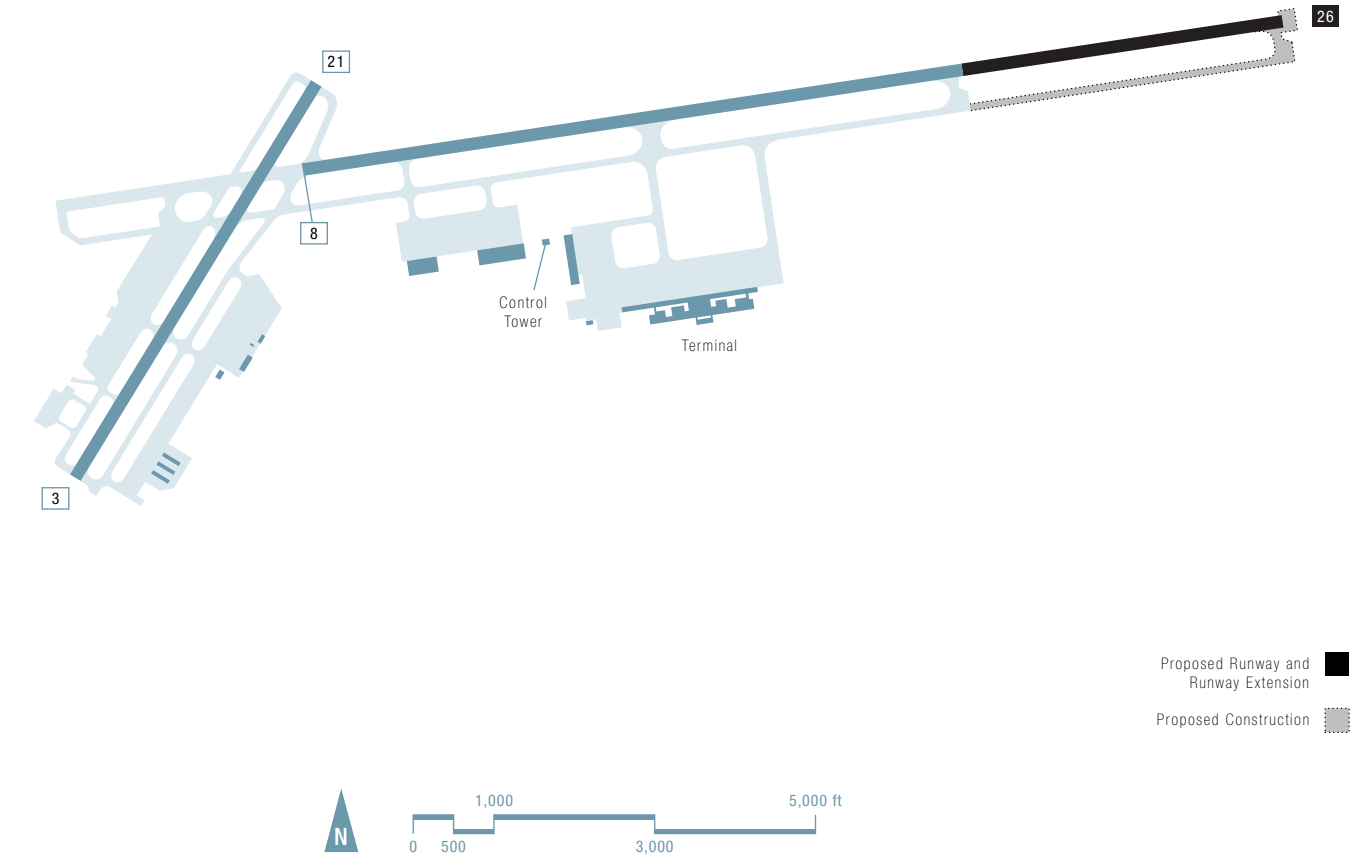
ISP – Islip Long Island MacArthur Airport

There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



ITO – Hilo International Airport

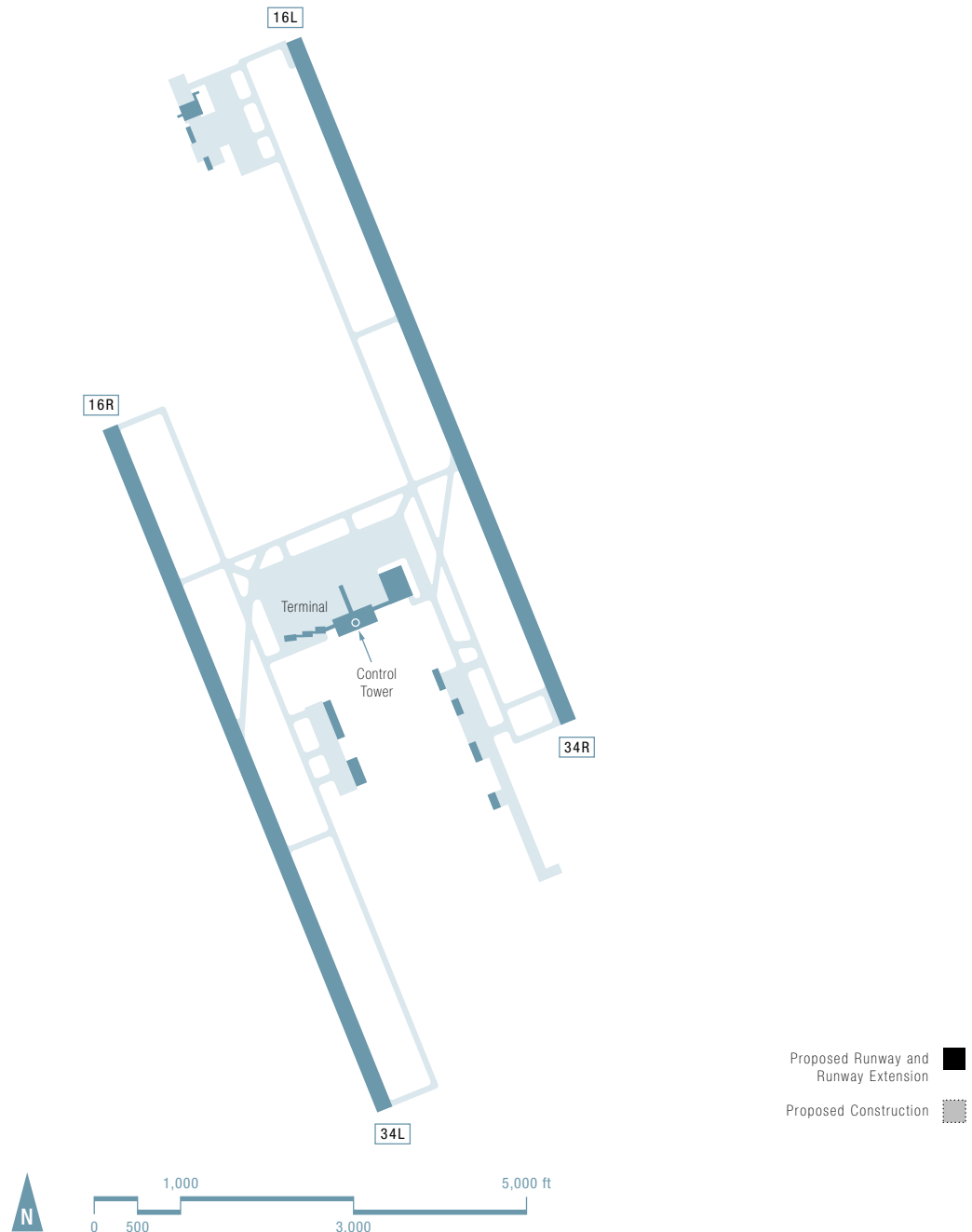
A 2,200 ft. east extension of Runway 8/26 is proposed for development by between 2011 and 2020.



HI	92	(M)	Enplanements			(K)	Operations		
		0.78	746,242	722,555	748,066	120	109,912	115,009	116,375
		0.73				105			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

JAN – Jackson International Airport

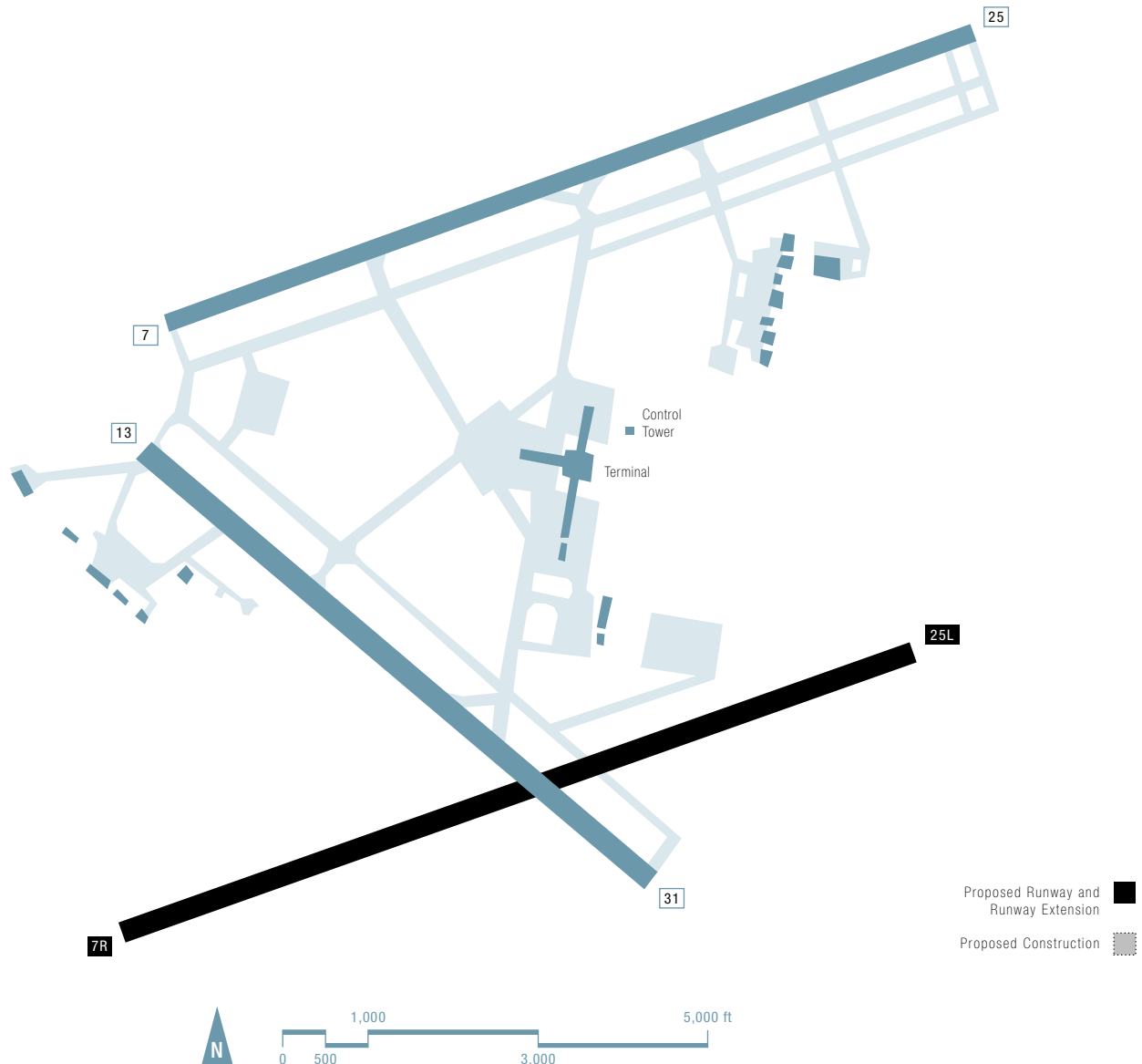
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



MS	96	(M)	Enplanements			(K)	Operations		
			629,157	659,502	686,124		103,190	111,546	97,610
		0.70				120			
		0.57	FY 98	FY 99	FY 00	100	FY 98	FY 99	FY 00

JAX – Jacksonville International Airport

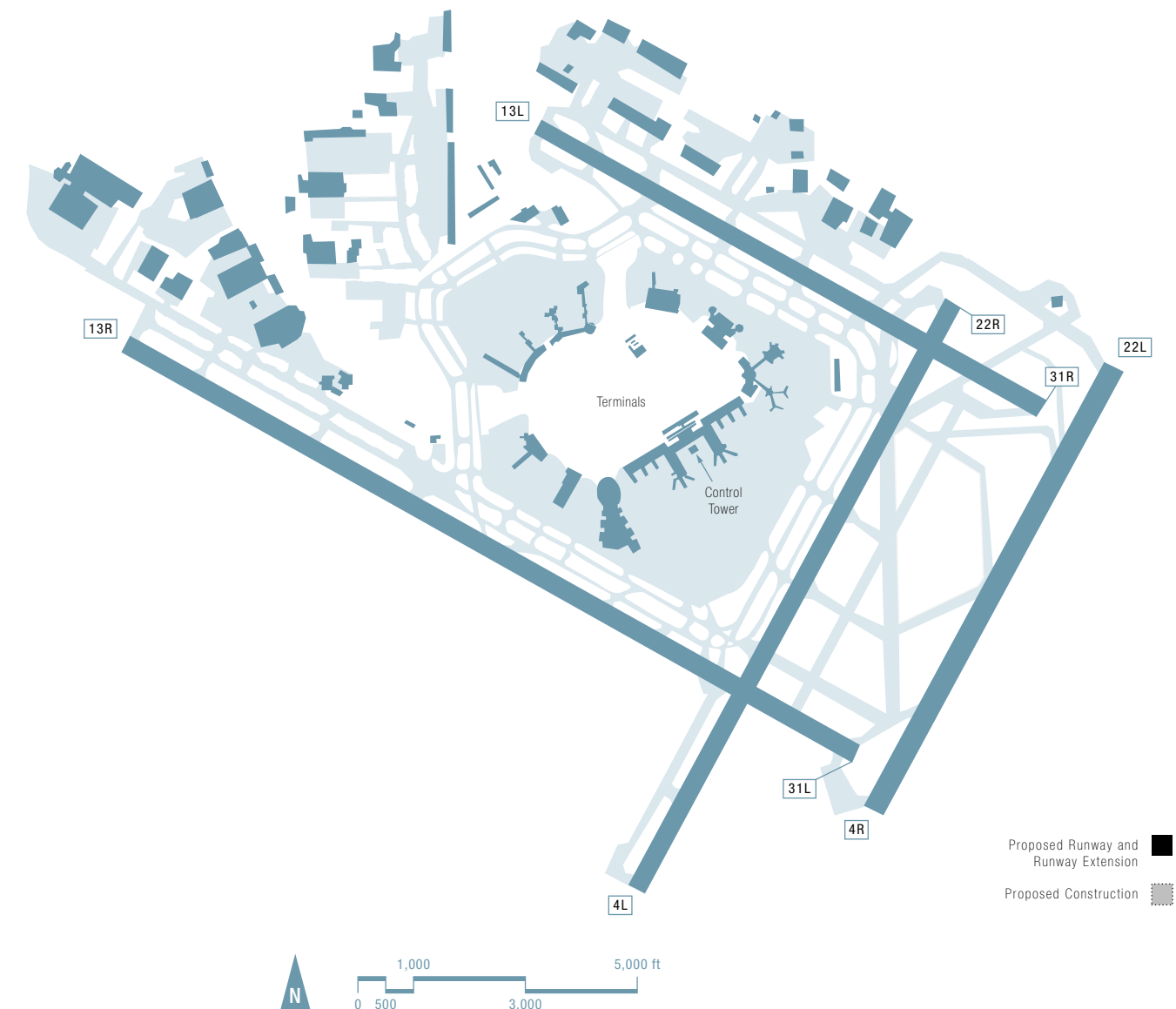
A new parallel Runway 7R/25L is being planned. It will be 6,500 ft. south of the existing Runway 7/25, permitting independent parallel IFR operations and potentially doubling Jacksonville's hourly IFR arrival capacity. Construction is scheduled to begin in 2010, with completion expected in 2011. Estimated cost of construction is \$50 million.



FL	59	(M)	Enplanements			(K)	Operations		
		2.8	2,252,287	2,408,602	2,615,286	170	150,605	162,628	149,705
		2.4				155			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

JFK – New York John F. Kennedy International Airport

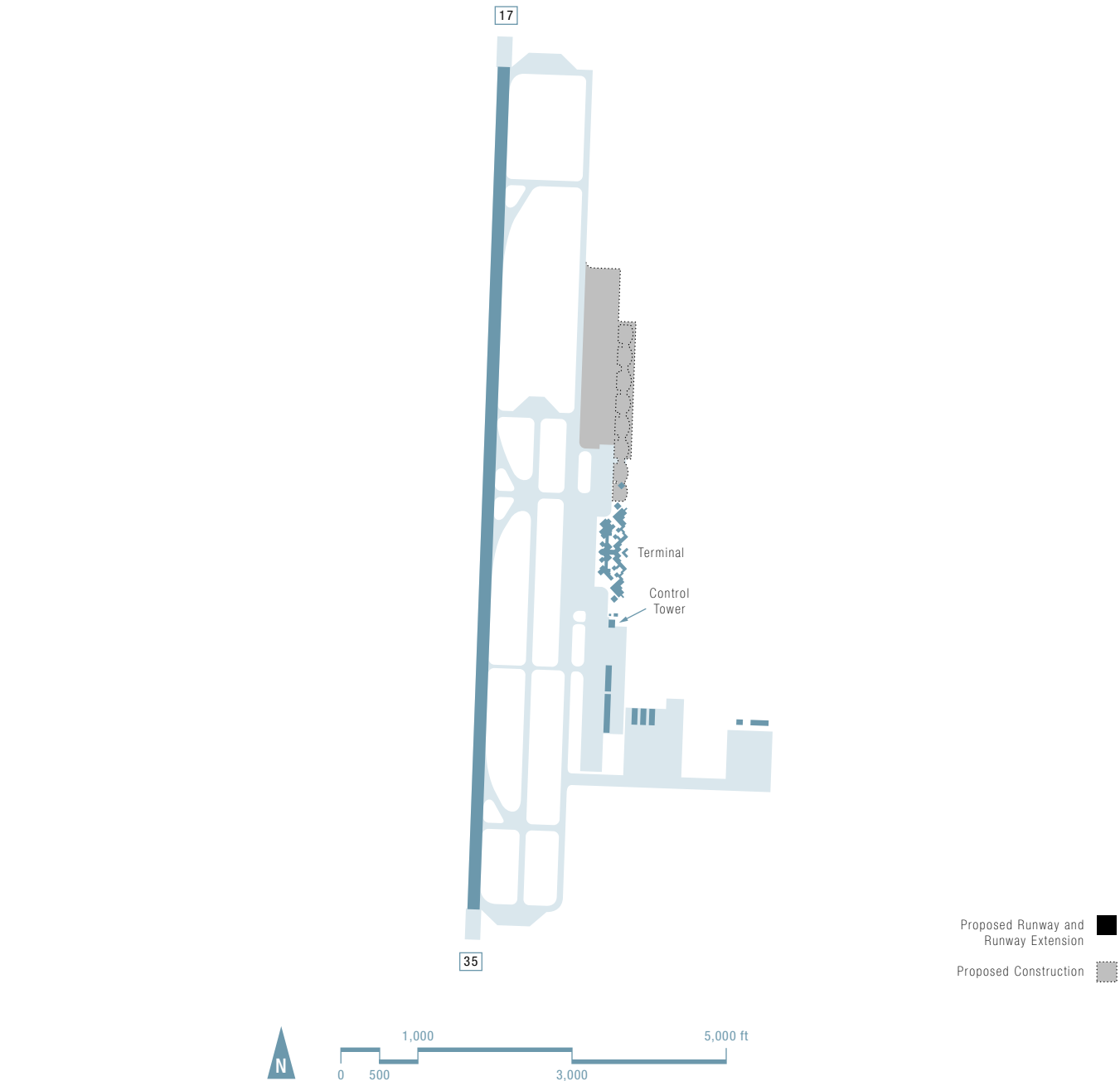
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



NY	14	(M)	Enplanements			(K)	Operations		
			15,379,686	15,244,975	16,080,974		361,528	354,952	358,977
		17.0				370			
		15.5				355			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

KOA – Kona International Airport at Keahole

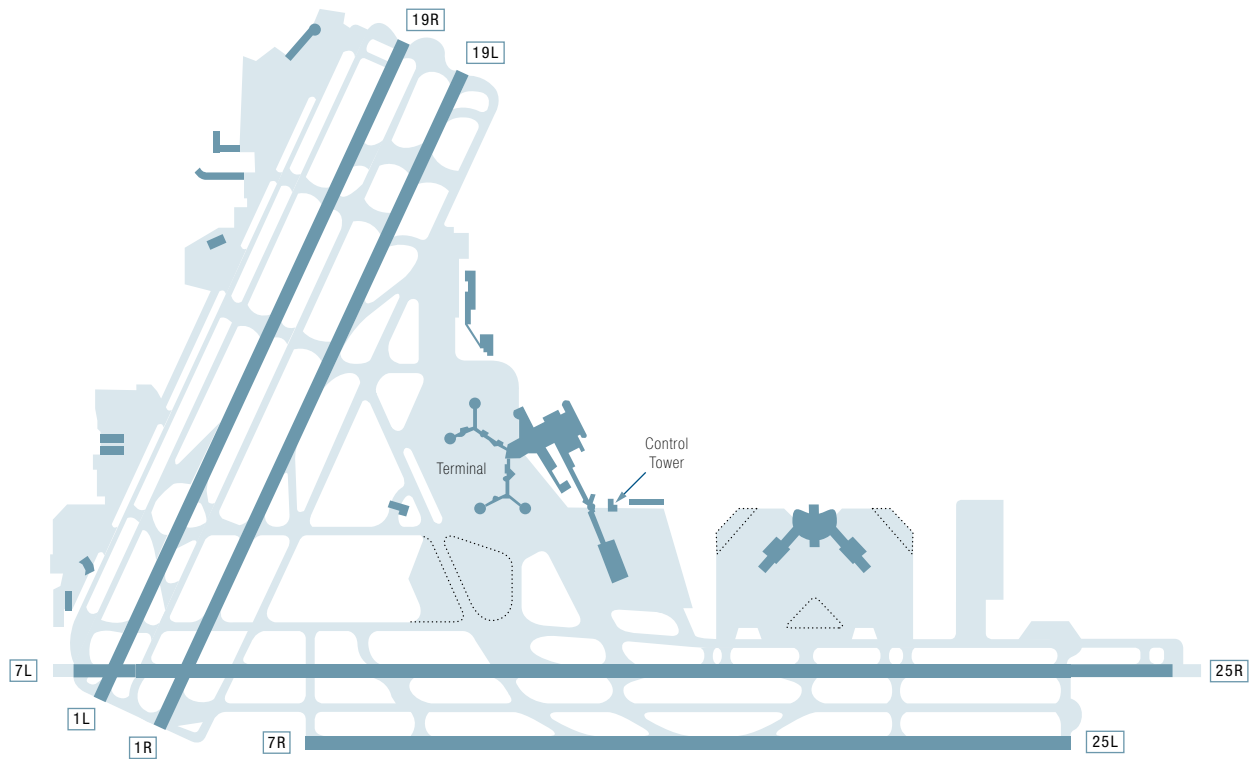
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



HI	79	✈️ (M)	Enplanements			✈️ (K)	Operations		
			1,259,618	1,265,532	1,347,671		82,636	82,752	91,306
		1.4				92			
		1.2				85			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

LAS – Las Vegas McCarran International Airport

There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



Proposed Runway and Runway Extension

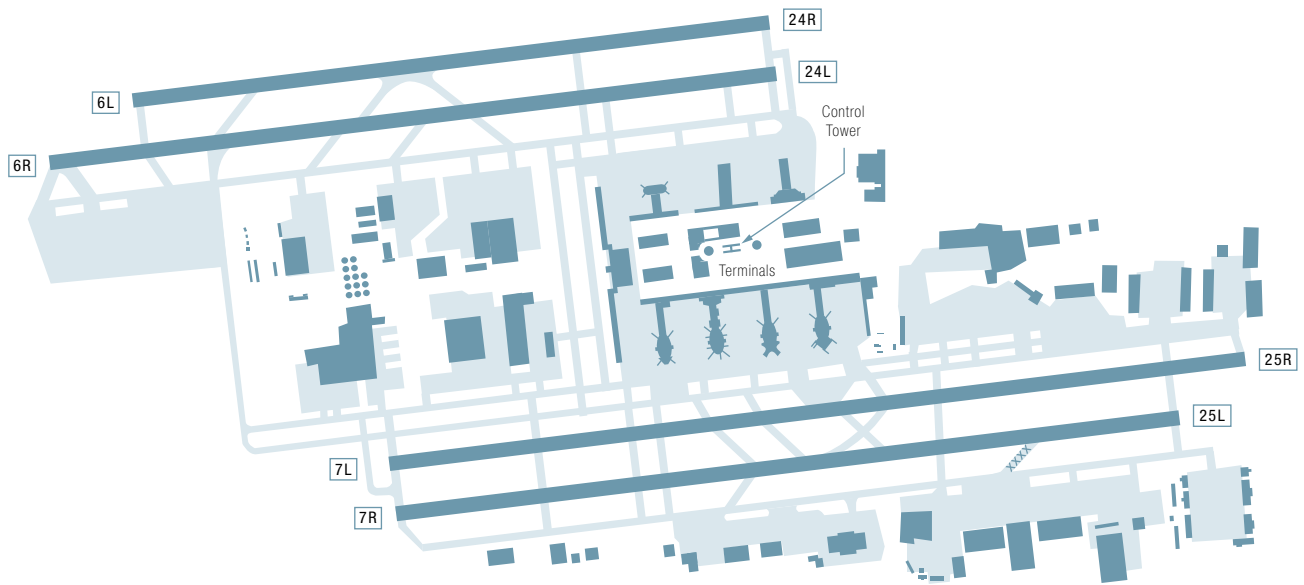
Proposed Construction



NV	8	(M)	Enplanements			(K)	Operations		
			14,393,296	15,630,979	17,530,409		461,949	523,424	535,935
			18				550		
		15				475			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

LAX – Los Angeles International Airport




There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



Note: Some buildings/structures have been removed for clarity

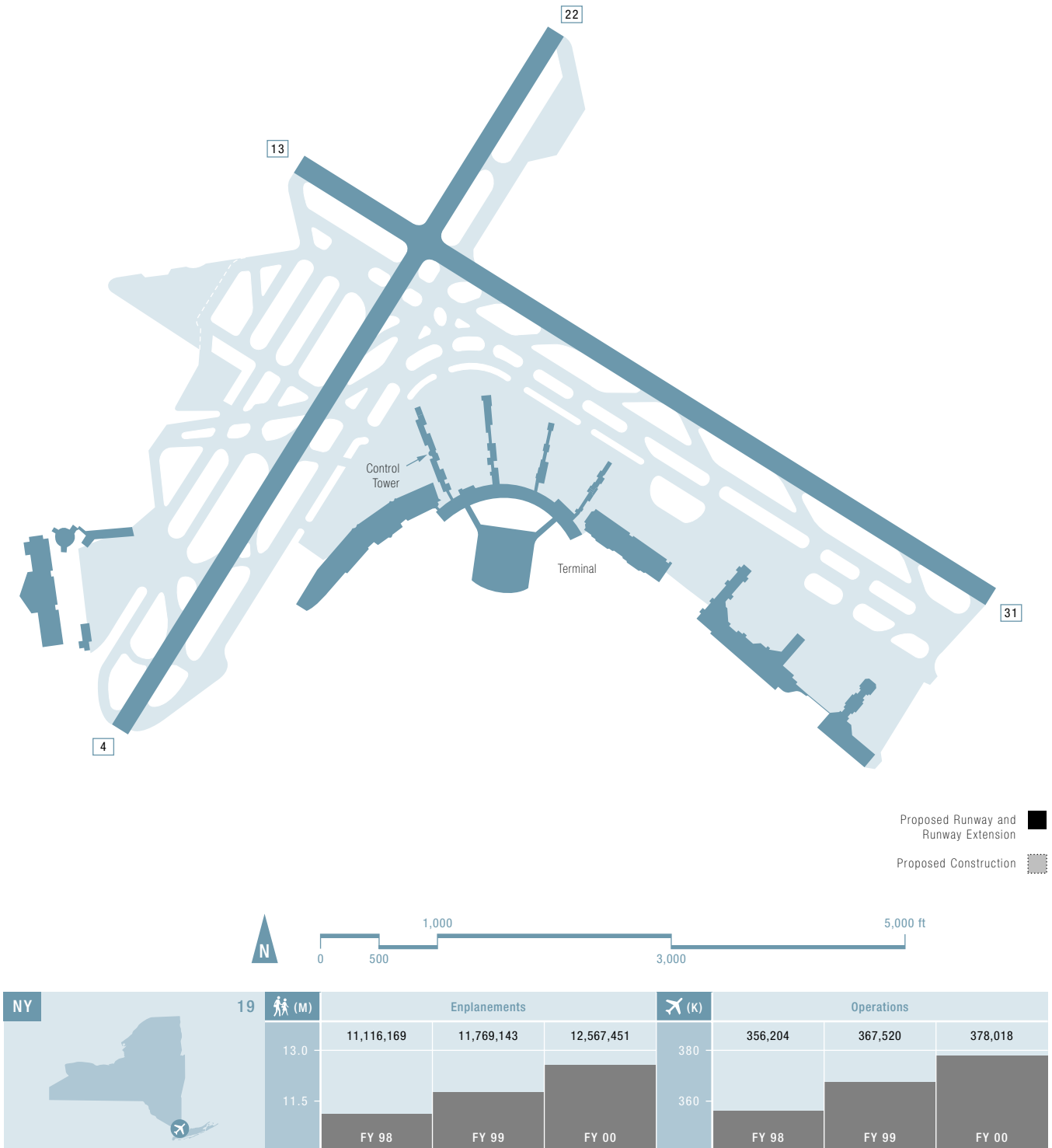
Proposed Runway and Runway Extension
Proposed Construction



CA		3	 (M)	Enplanements			 (K)	Operations		
				29,124,323	30,436,893	32,332,452		786,364	771,337	781,418
				34				790		
				30				770		
					FY 98	FY 99		FY 00		FY 98

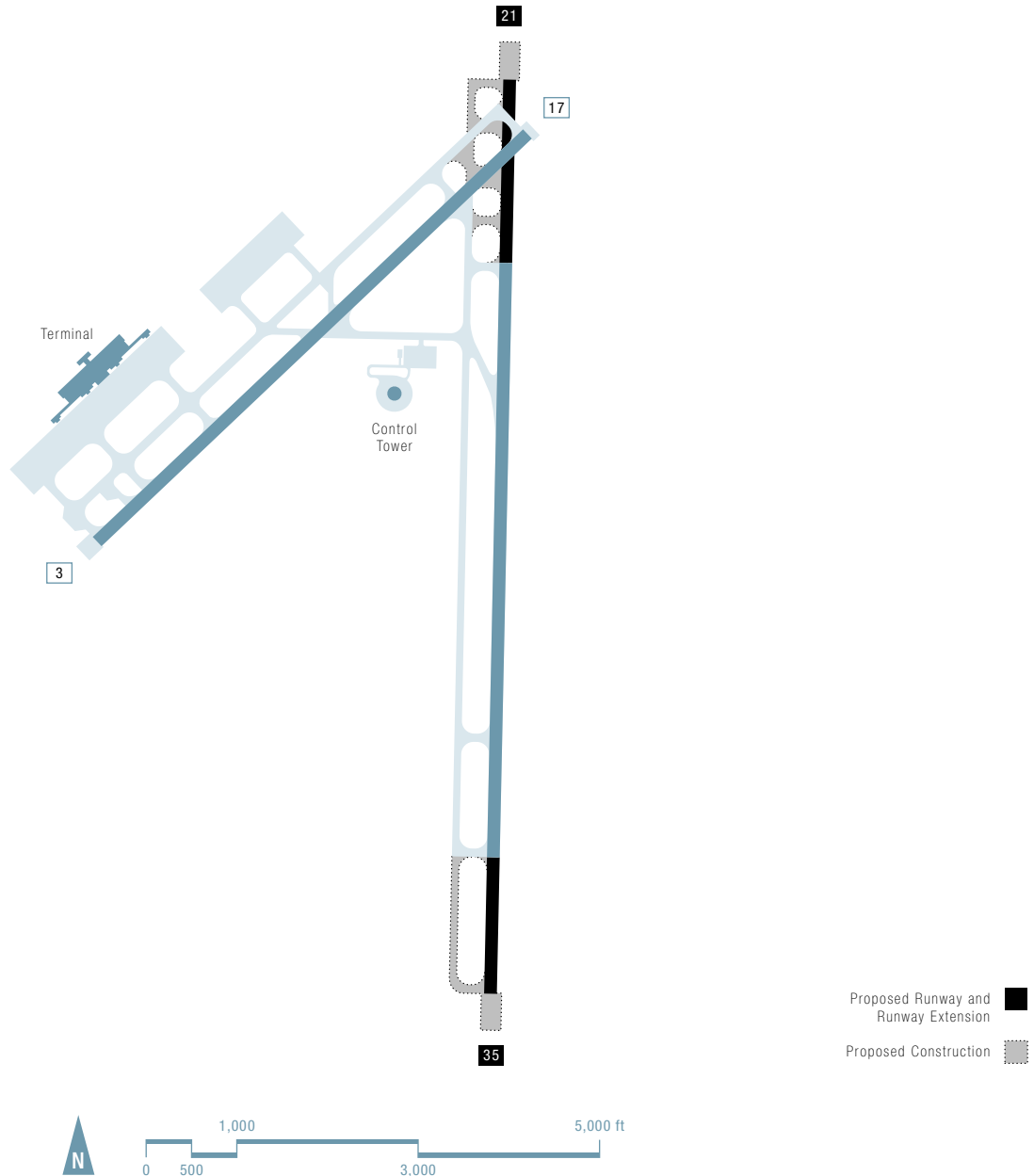
LGA – New York LaGuardia Airport

There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



LIH – Lihue Airport

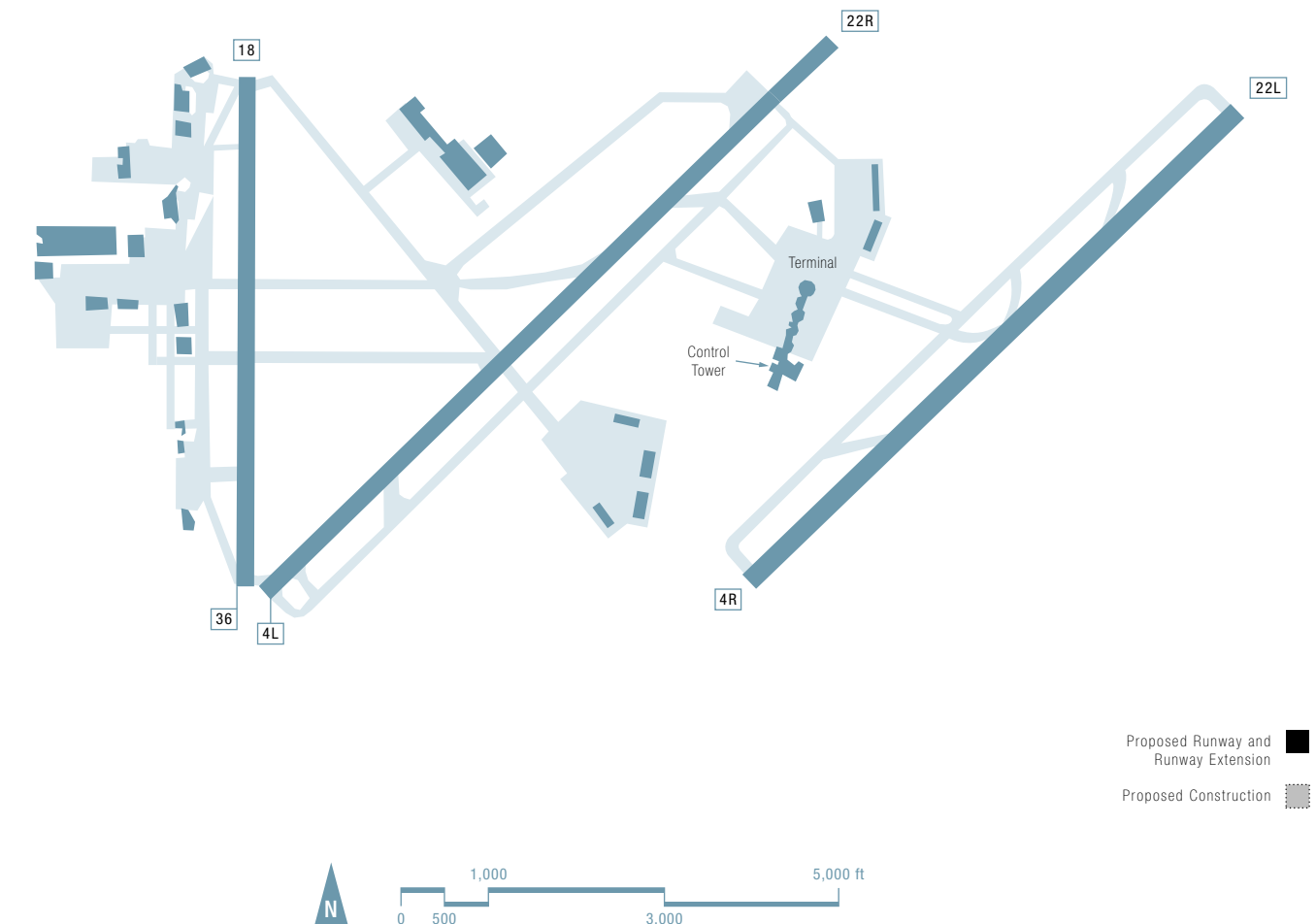
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



HI	76	76 (M)	Enplanements			120 (K)	Operations		
			1,266,227	1,306,051	1,385,839		105,058	115,344	112,198
		1.4				120			
		1.2	FY 98	FY 99	FY 00	105	FY 98	FY 99	FY 00

LIT – Little Rock Adams Field

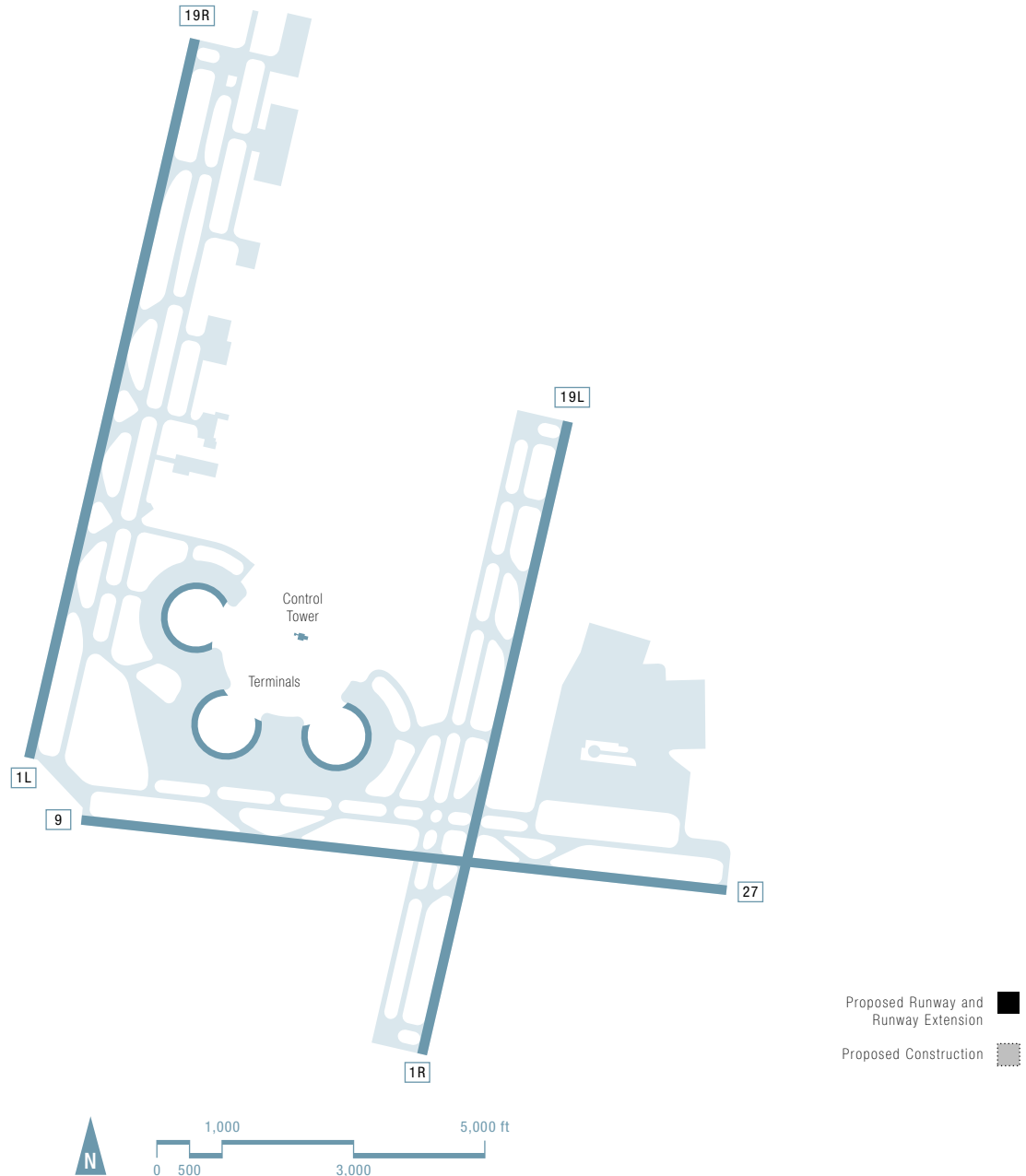
An extension of Runway 4L/22R was completed in late 1998.



AR	81	(M)	Enplanements			(K)	Operations		
			1,266,303	1,285,014	1,296,442		166,349	179,336	180,547
		1.4				190			
		1.2				160			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

MCI – Kansas City International Airport

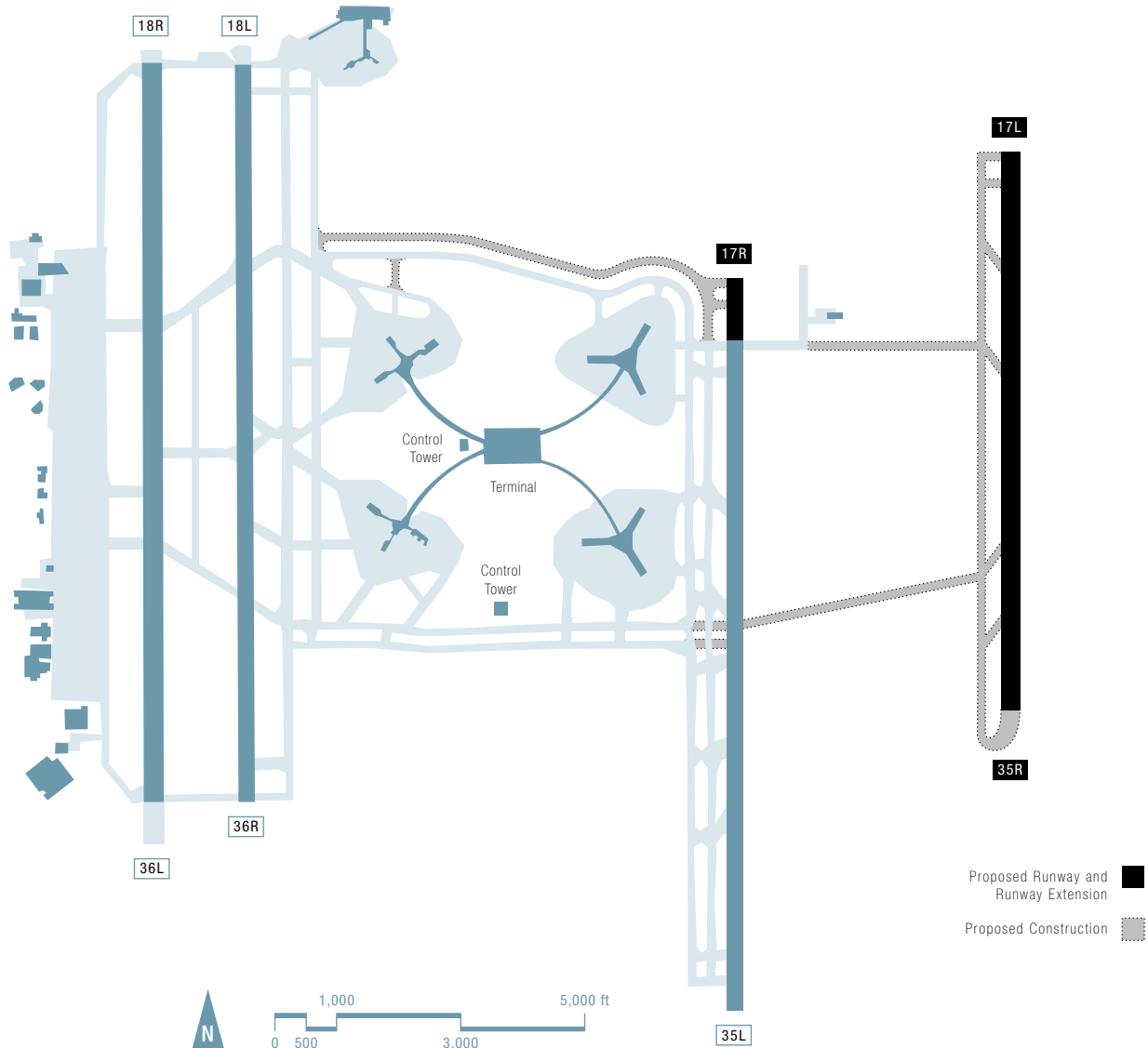
In accordance with the Airport Master Plan, an extension of Runway 1L/19R is currently planned for the future. One additional parallel runway west of the existing north-south runway is being considered after 2020.



MO	36	✈️ (M)	Enplanements			✈️ (K)	Operations		
			5,453,945	5,728,867	5,888,791		209,361	220,019	219,388
		6.0				224			
		5.5				212			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

MCO – Orlando International Airport

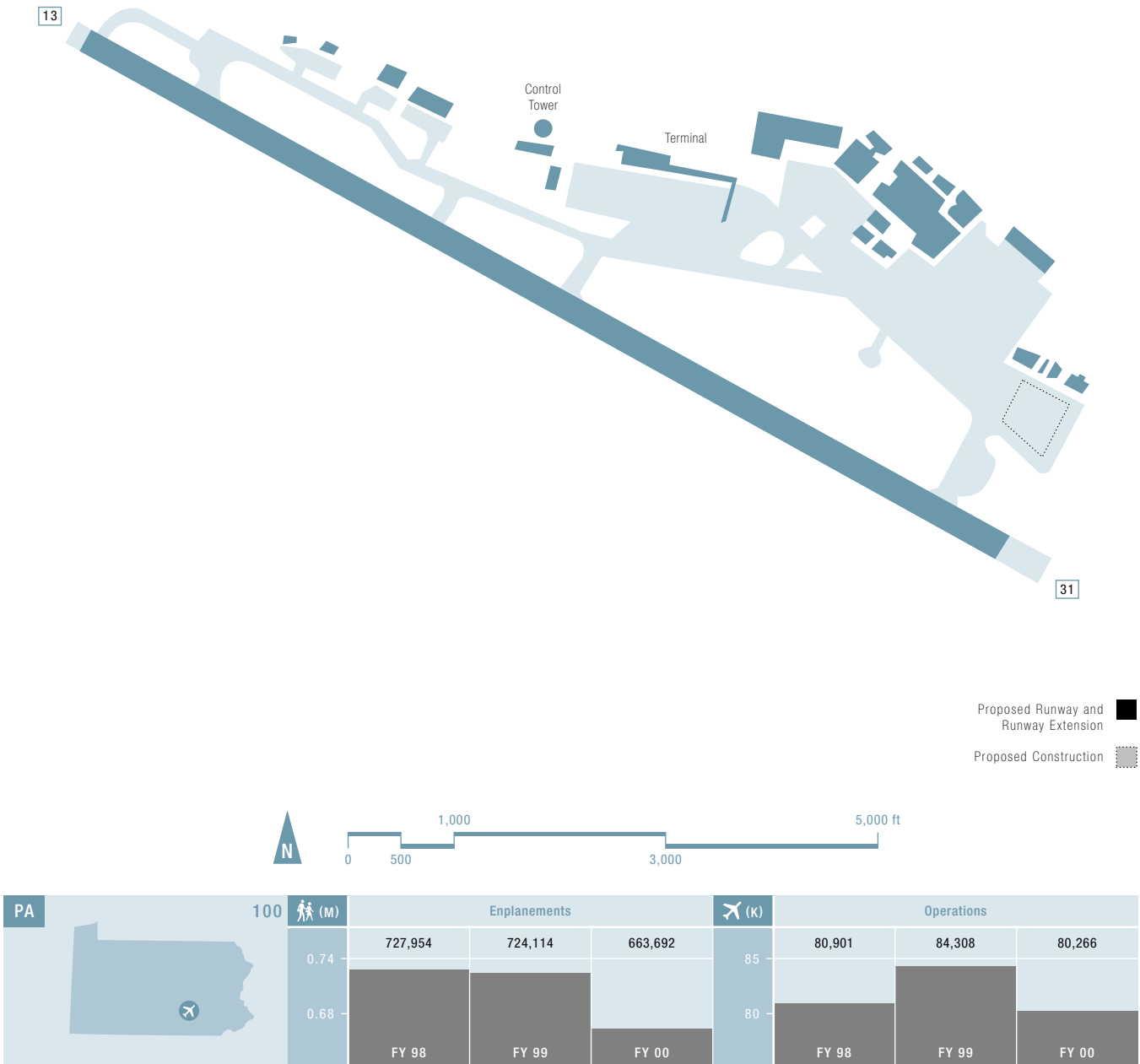
A new 9,000 ft. fourth parallel Runway 17L/35R that will allow simultaneous triple flow instrument approaches will be open for operations in 2003. The cost of the runway is \$203 million. It will be located 4,300 ft. east of existing Runway 17R/35L which has a 1,000-ft. extension planned to prevent aircraft from obstructing the Runway 17R approach. A new Air Traffic Control Tower is under construction and will be one of the tallest towers in the USA when completed in 2002. A new north cross-field taxiway has been completed and is now operational. A fourth airside passenger terminal located in the North Terminal area has been completed and is now open. The first phase of a new South Terminal is now in the design stage and will open in 2005.



FL	16	✈️ (M)	Enplanements			✈️ (K)	Operations		
			13,128,323	13,780,567	15,136,268		363,284	363,261	367,367
		16				380			
		14				360			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

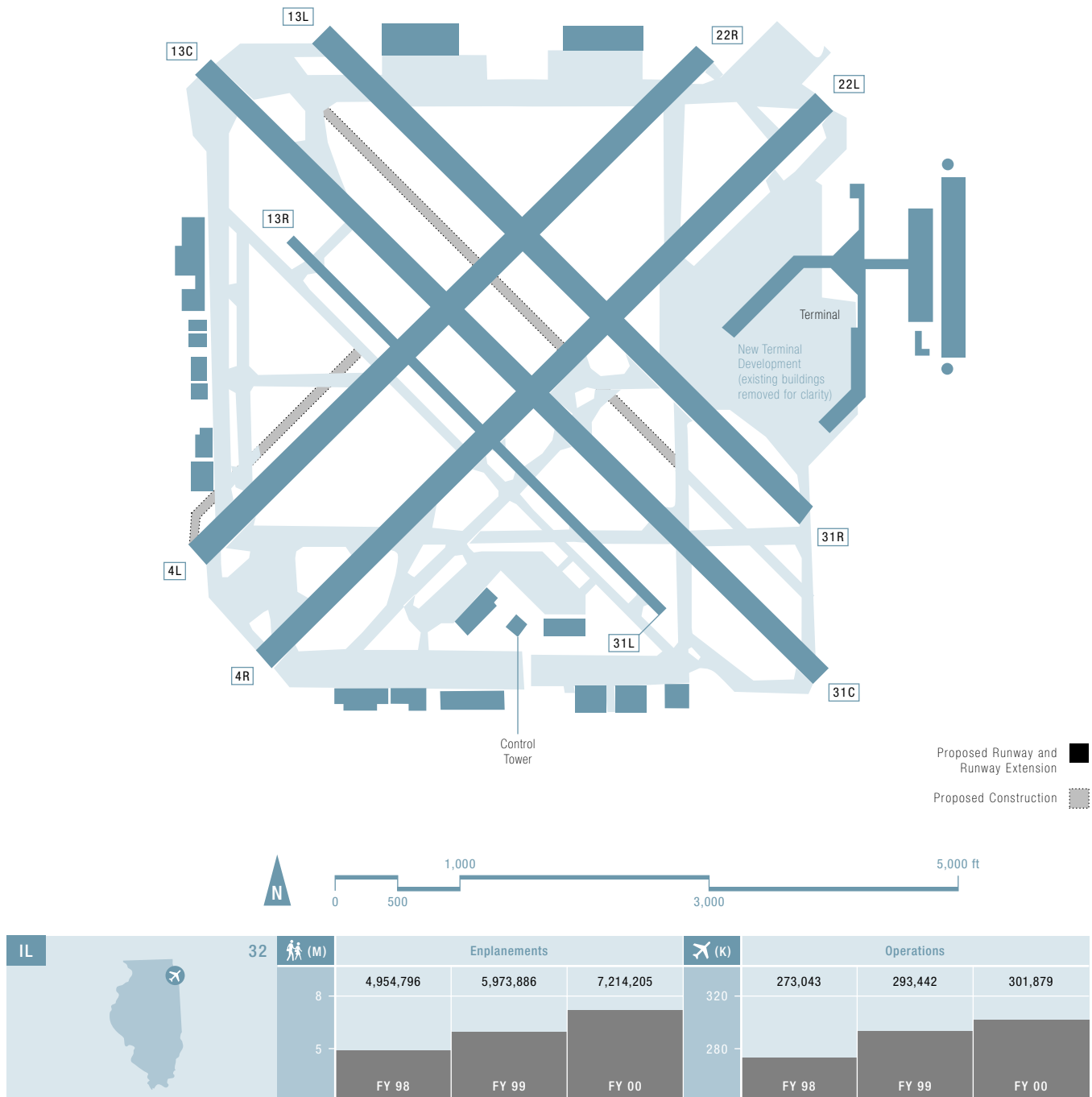
MDT – Harrisburg International Airport

There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



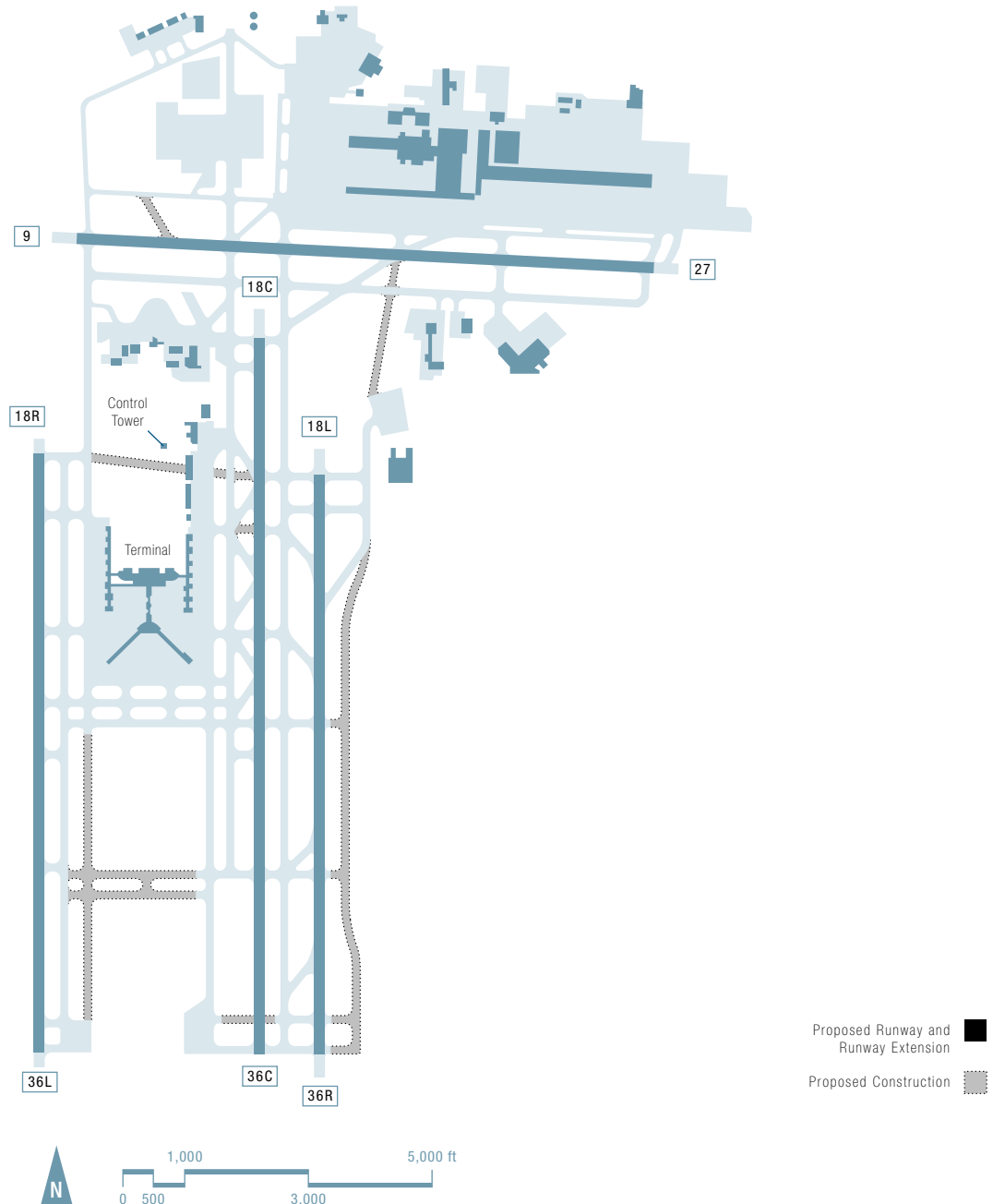
MDW – Chicago Midway Airport

There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



MEM – Memphis International Airport

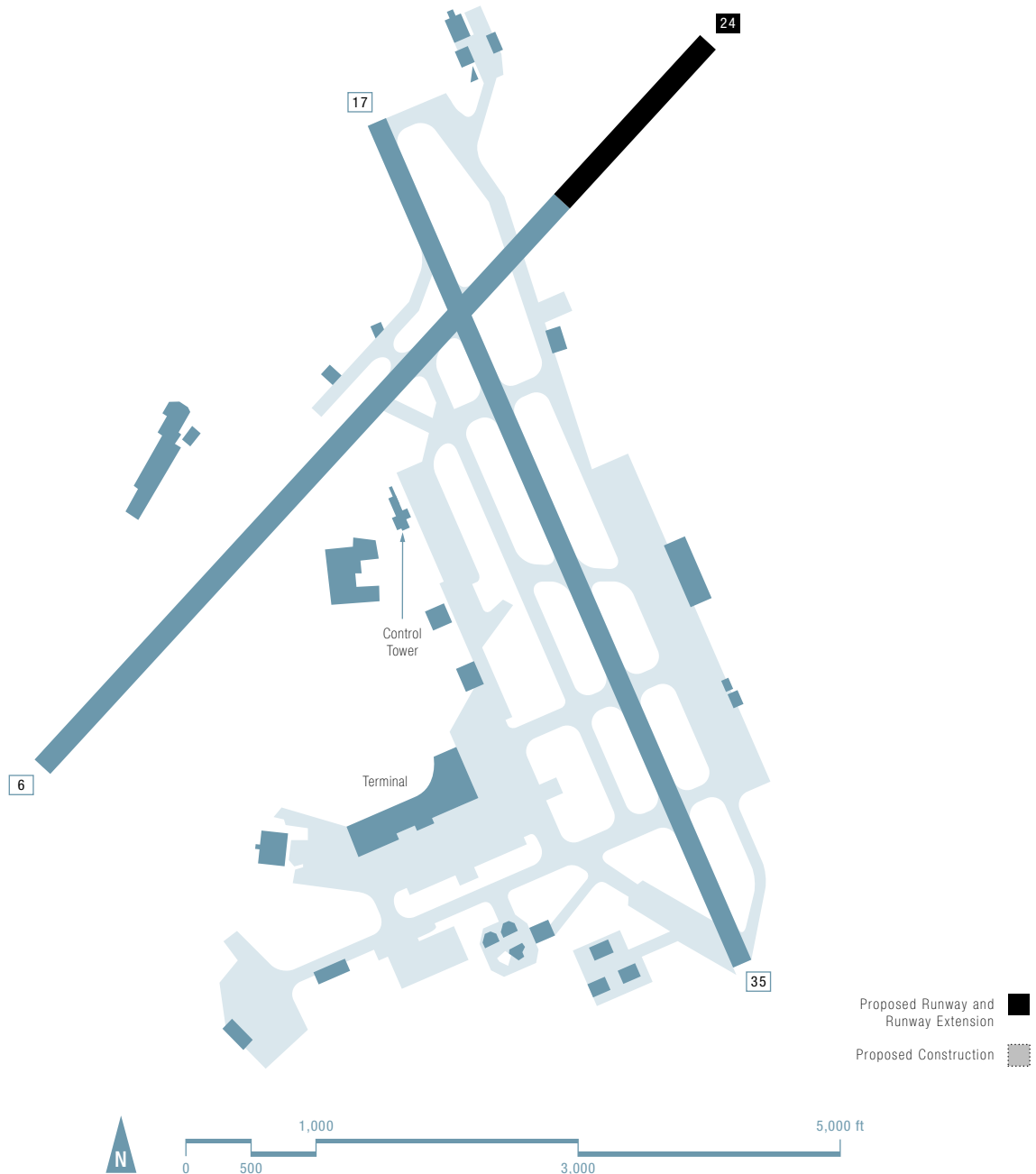
A reconstruction and extension of Runway 18C/36C was recently completed at an estimated cost of \$103 million. The extended runway will allow departures by aircraft with heavier payloads and/or greater haul-lengths.



TN	37	✈️ (M)	Enplanements			✈️ (K)	Operations		
			4,708,146	5,069,903	6,234,454		365,299	371,447	381,746
		7				390			
		5				370			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

MHT – Manchester Airport

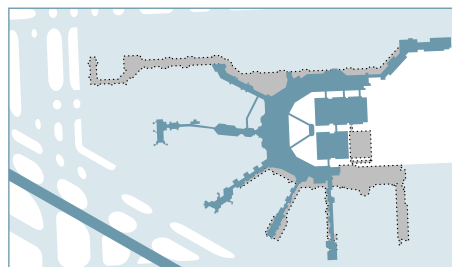
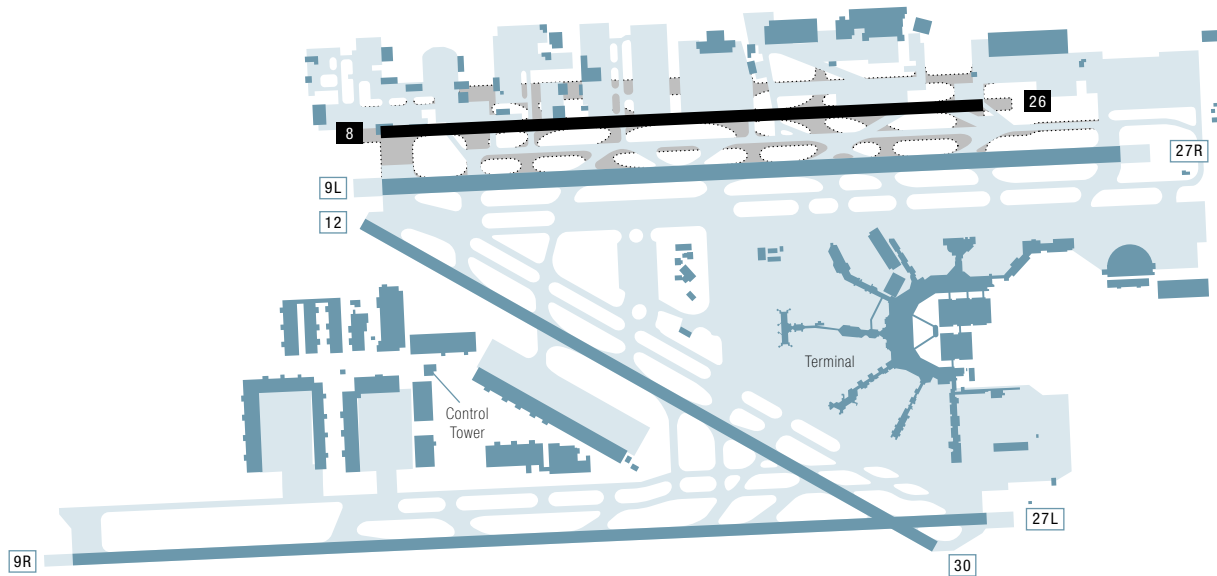
Current plans call for the reconstruction and extension of Runway 17/35 that includes a 2,250 extension of Runway 35 to the South. Taxiway “A” will also be extended.



NH	71	(M)	Enplanements			(K)	Operations		
		1.7	779,915	1,336,586	1,580,791	120	100,617	118,028	107,545
		0.9				105			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

MIA – Miami International Airport



Construction of a new air carrier Runway 8/26, 8,600 ft. long and 800 ft. north of existing Runway 9L/27R, is expected to start in 2000 and is estimated to be completed by 2003. The estimated cost of construction is \$206 million. An EIS was completed in December 1998. The new Runway is planned for use primarily as an arrival runway in VFR and non-precision IFR conditions.



New Terminal Design and Mid-Field Hold Pad

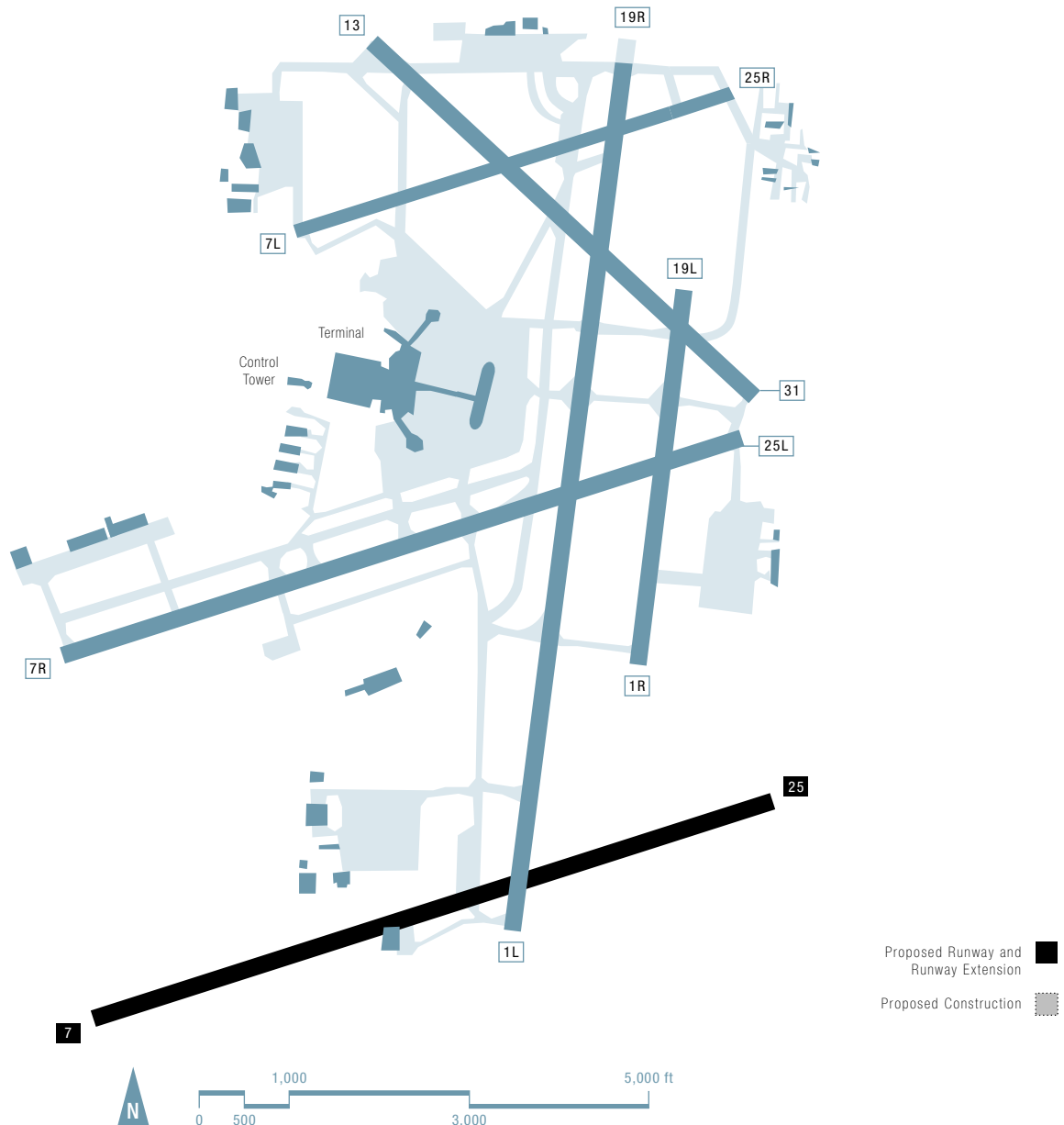
Proposed Runway and Runway Extension
Proposed Construction



FL	12	 (M)	Enplanements			 (K)	Operations		
			16,316,123	16,561,634	16,716,291		536,852	523,277	516,009
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

MKE – Milwaukee General Mitchell International Airport

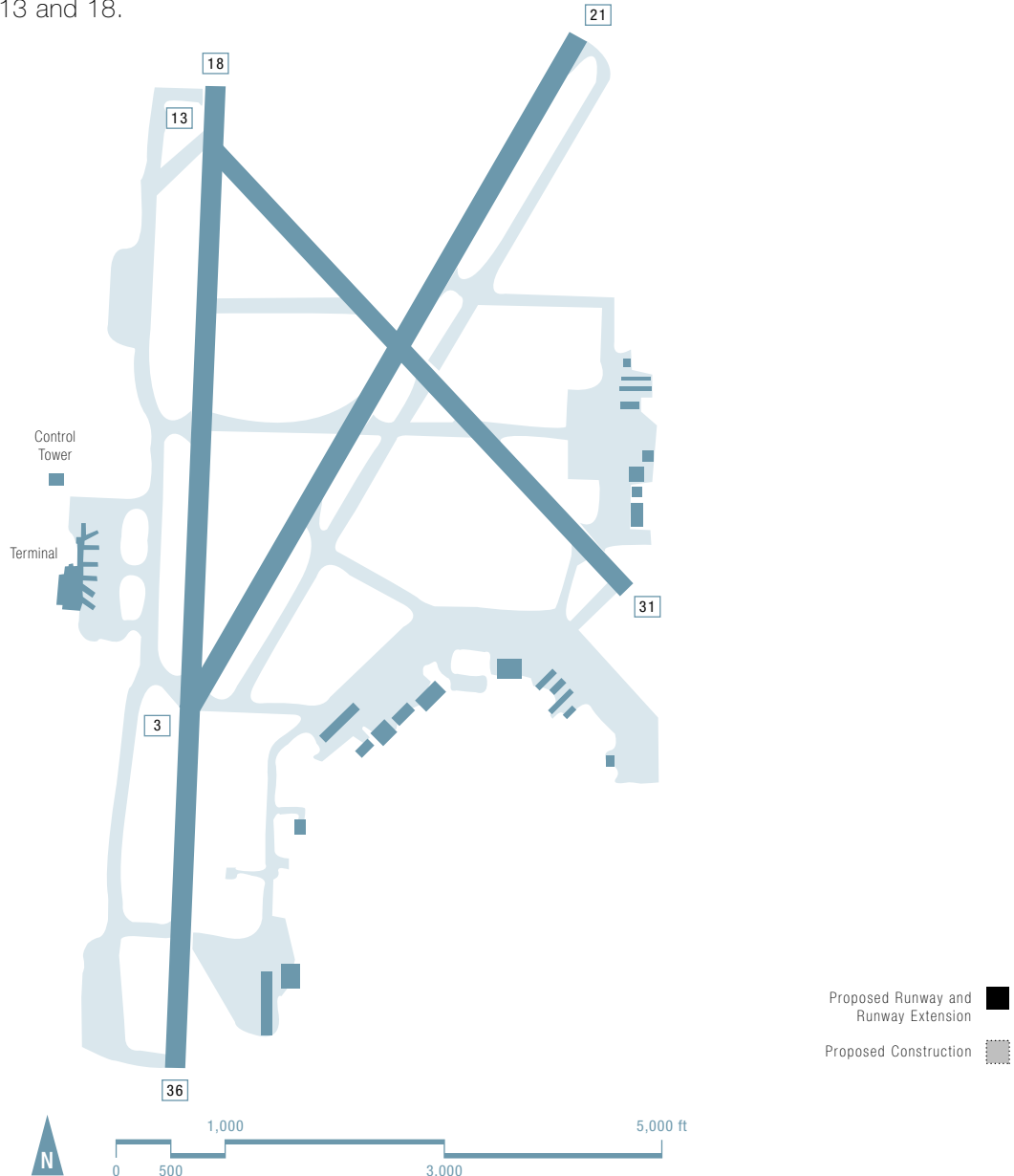
A 700-ft. extension to Runway 7L/25R was completed in the summer of 1998. Extension of this runway from 4,100 ft. to 4,800 ft. will accommodate commuter aircraft and delay the need for a third parallel runway until about the year 2015.



WI	54	(M)	Enplanements			(K)	Operations		
		3.2	2,788,696	2,940,576	3,145,347	230	219,207	219,104	225,426
		2.9				215			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

MSN – Madison/Dane County Regional Airport

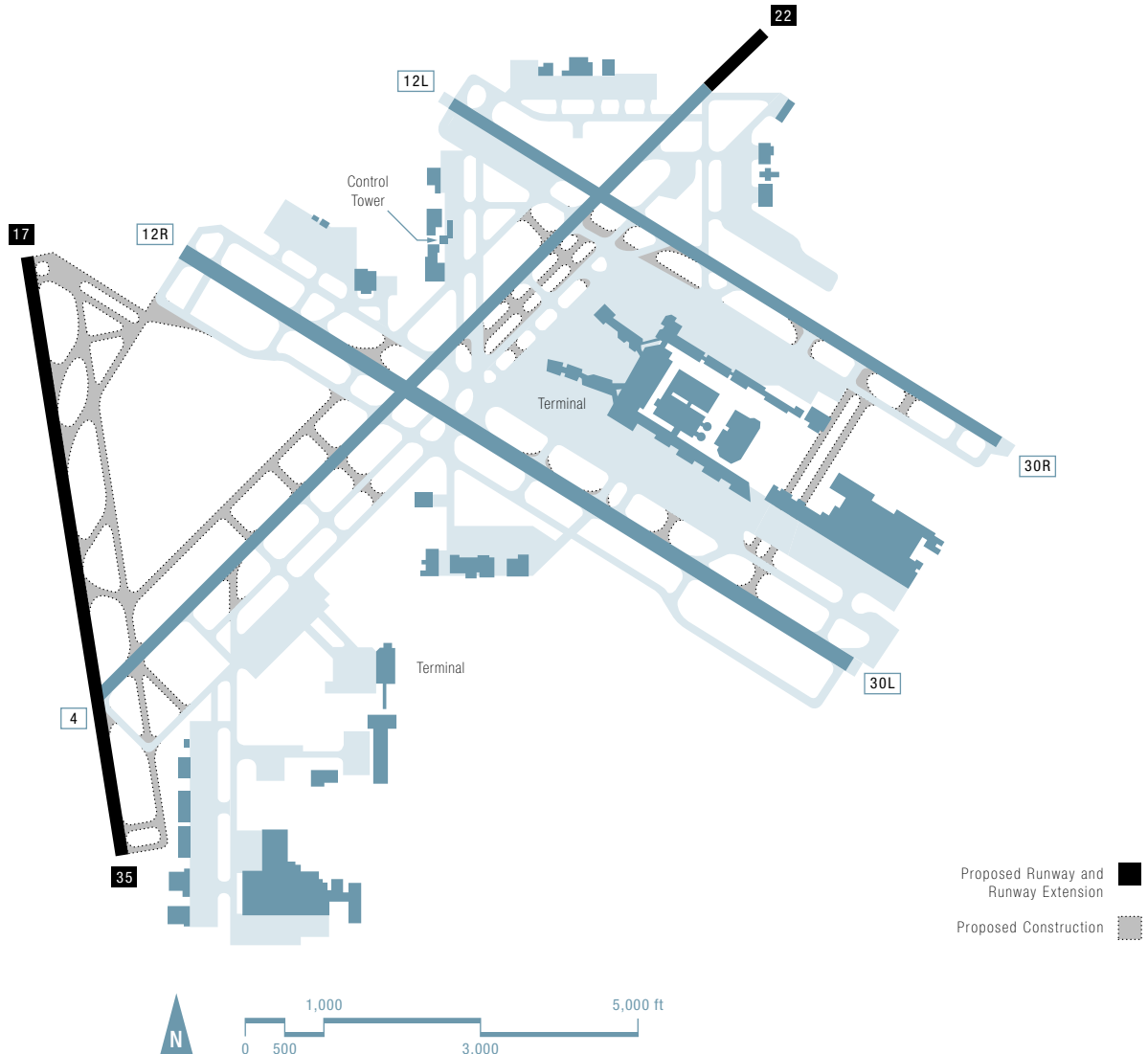
The airport is currently undertaking an Environmental Assessment (EA) for the Runway Safety Area of the Runway 13/Runway 18 Approaches. Presently Runway 13 does not meet FAA Runway Safety Area design criteria due to railway, waterway, and perimeter road intrusions. The actions proposed under the EA will correct design deficiencies of the Runway Safety Area, clear up pavement marking discrepancies on Runway 13, and provide for clear approaches to Runway 13 and 18.



WI	97	(M)	Enplanements			(K)	Operations		
			636,907	680,480	668,869		145,574	144,736	134,703
			0.70				150		
			0.62				135		
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

MSP – Minneapolis-St. Paul International Airport

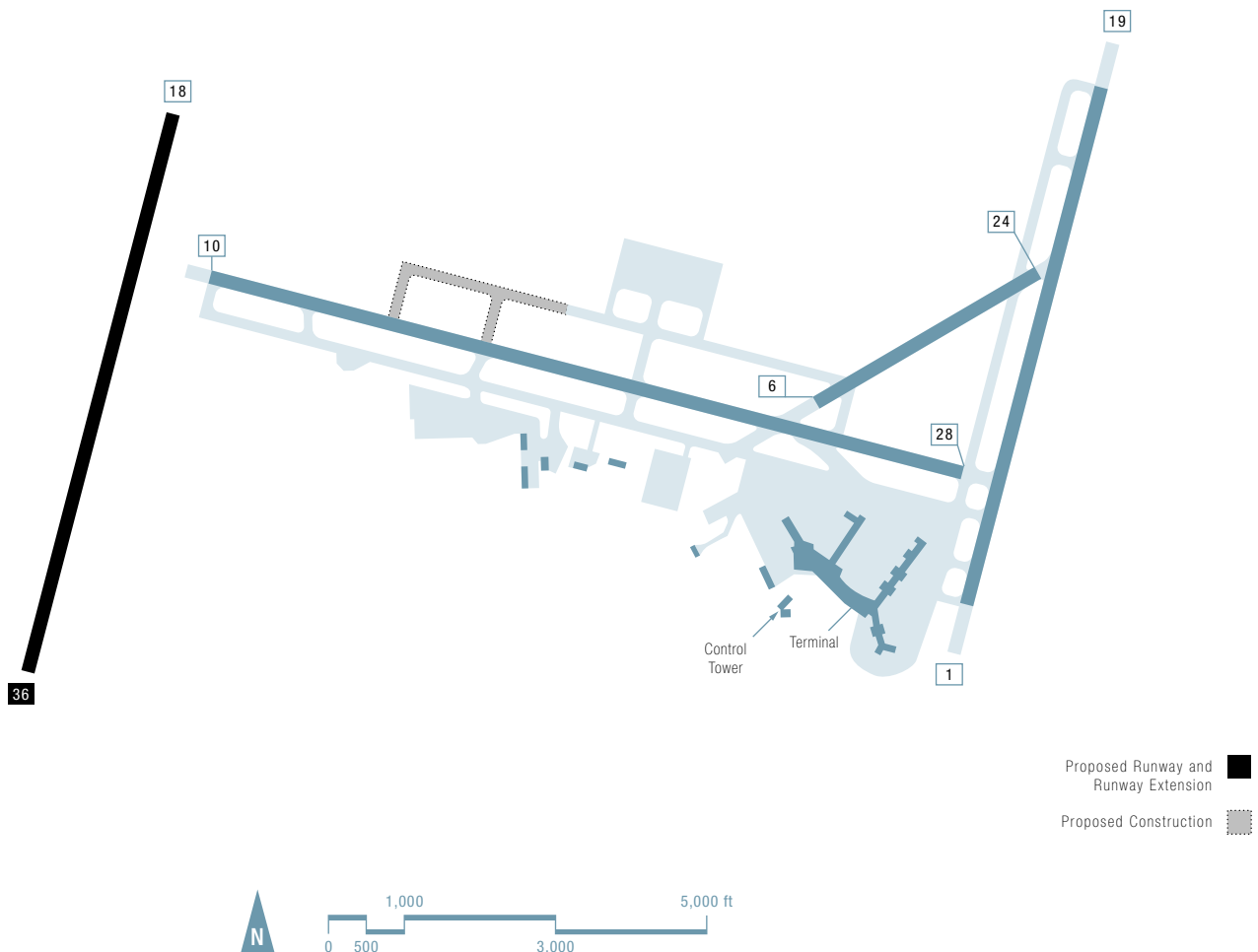
Construction of the proposed 8,000 ft. Runway 17/35, at a cost of \$490 million, will reduce the projected 2020 annual delay cost from \$66 million to \$38 million. The runway is expected to be operational in 2004 and will be used primarily for departures to the south and arrivals from the north. Construction of a 1,000 ft. extension to the northeast end of Runway 4/22, at a cost of \$7 million, is planned to enhance non-stop flights to Hong Kong. The extension is to be operational in late 2004.



MN	11	(M)	Enplanements			(K)	Operations		
			14,255,027	15,422,494	17,203,373		481,220	505,064	524,261
		18				530			
		15				490			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

MSY – Louis Armstrong New Orleans International Airport

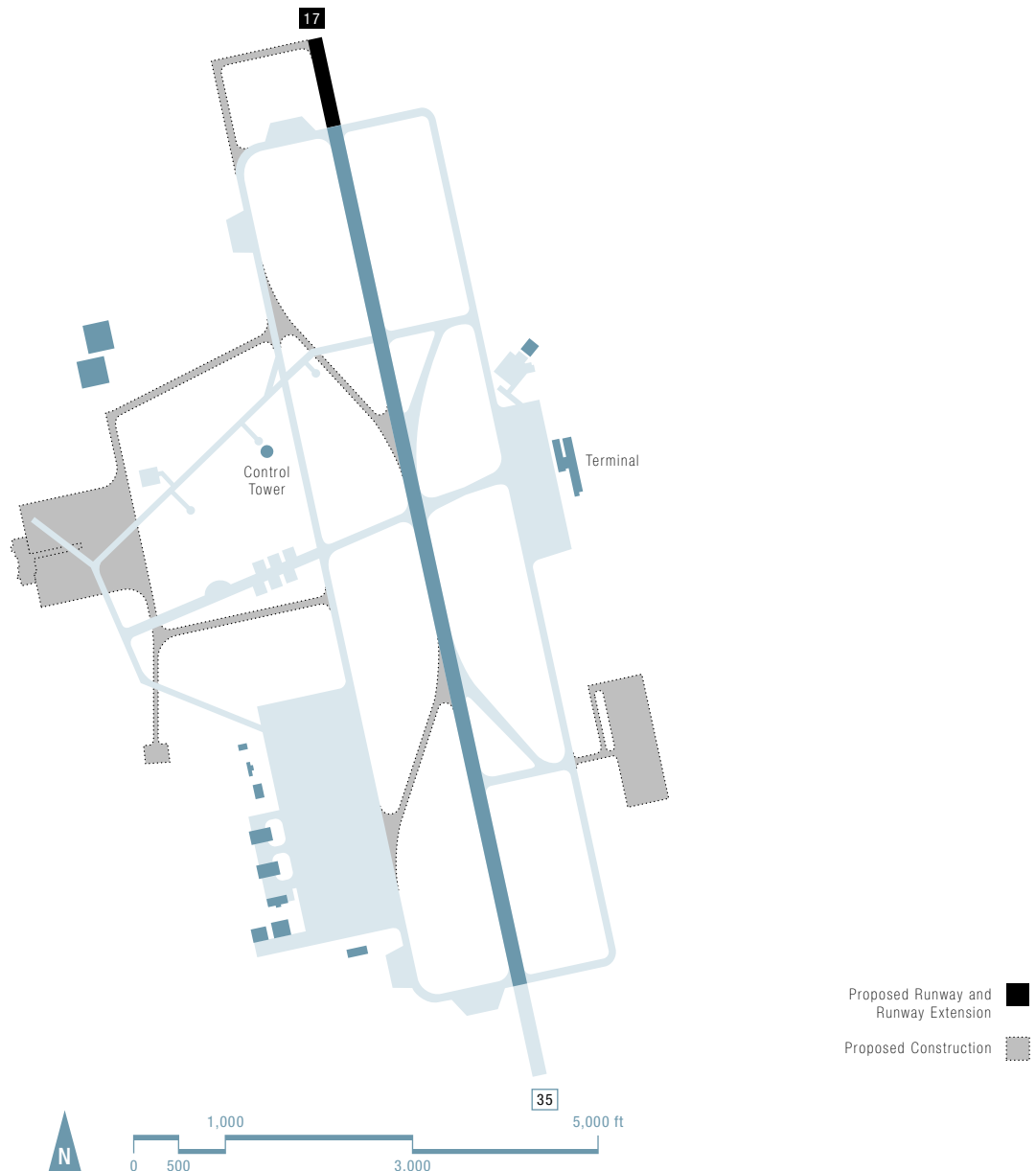
A new north-south Runway 18/36, is planned. This new runway will be nearly parallel to the existing Runway 1/19 and will be located west of the threshold of Runway 10, approximately 11,000 ft. away from Runway 1/19. Pending environmental findings and funding availability, it is expected that the runway will be completed around 2010.



LA	41	(M)	Enplanements			(K)	Operations		
	5.0		4,454,181	4,669,177	4,900,382	170	168,983	168,891	167,016
	4.5					164			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

MYR – Myrtle Beach International Airport

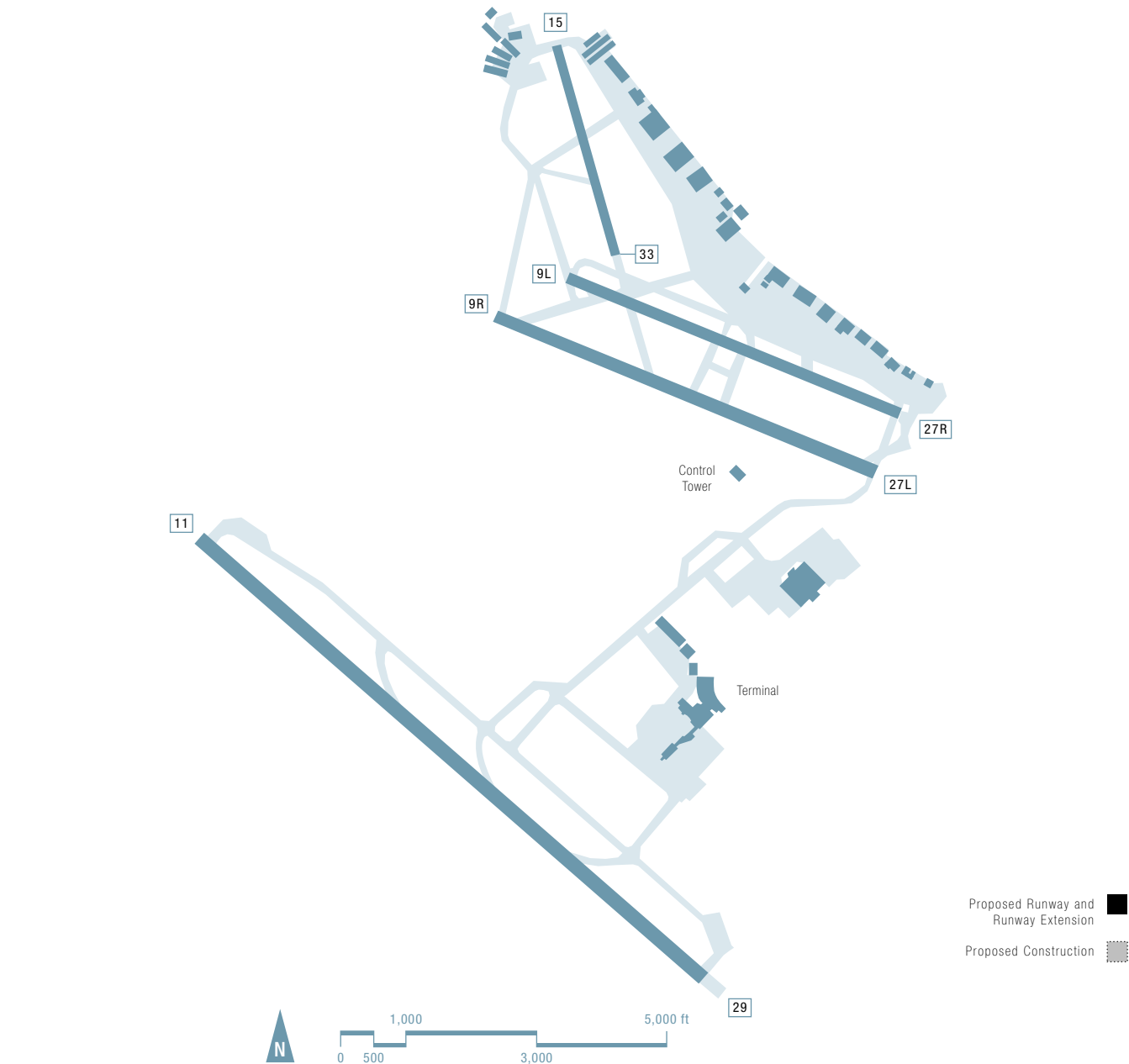
A recent Master Plan update recommends that the airport should develop a new terminal by the year 2005, extend the 9,500 ft. runway by 1,000 ft. to the north, and begin plans for a parallel runway. In the near future, Runway 17/35 will be re-designed as Runway 18/36.





SC	94	(M)	Enplanements			(K)	Operations		
			529,207	619,039	755,577		65,585	70,383	77,775
		0.80				80			
		0.61				65			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

OAK – Metropolitan Oakland International Airport

There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



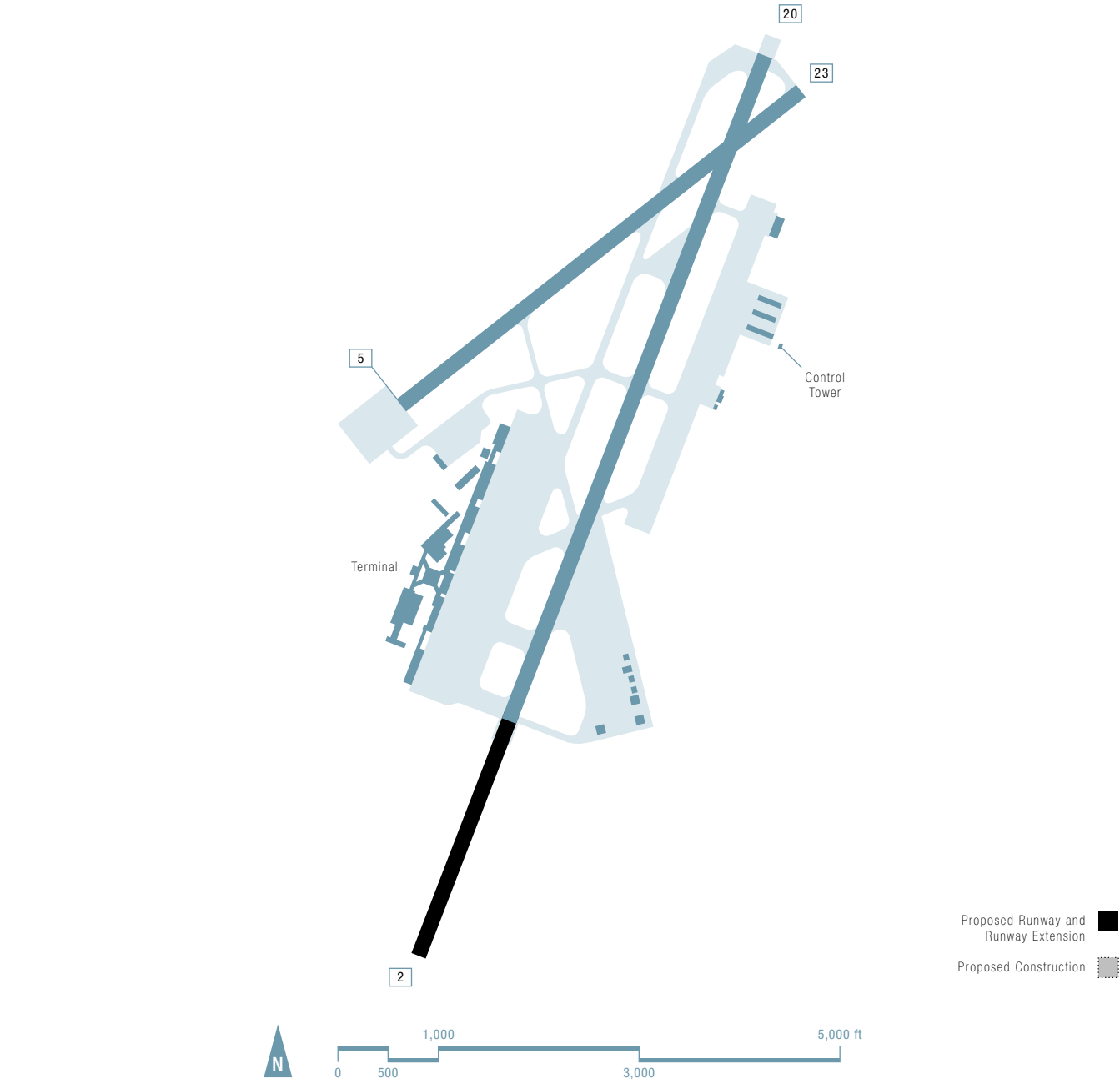
CA	38	 (M)	Enplanements			 (K)	Operations		
			4,457,555	4,733,764	5,821,456		515,926	508,454	478,558
		6.0				520			
		4.5				490			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

E

AIRPORT LAYOUTS FOR THE TOP 100 AIRPORTS

OGG – Kahului Airport

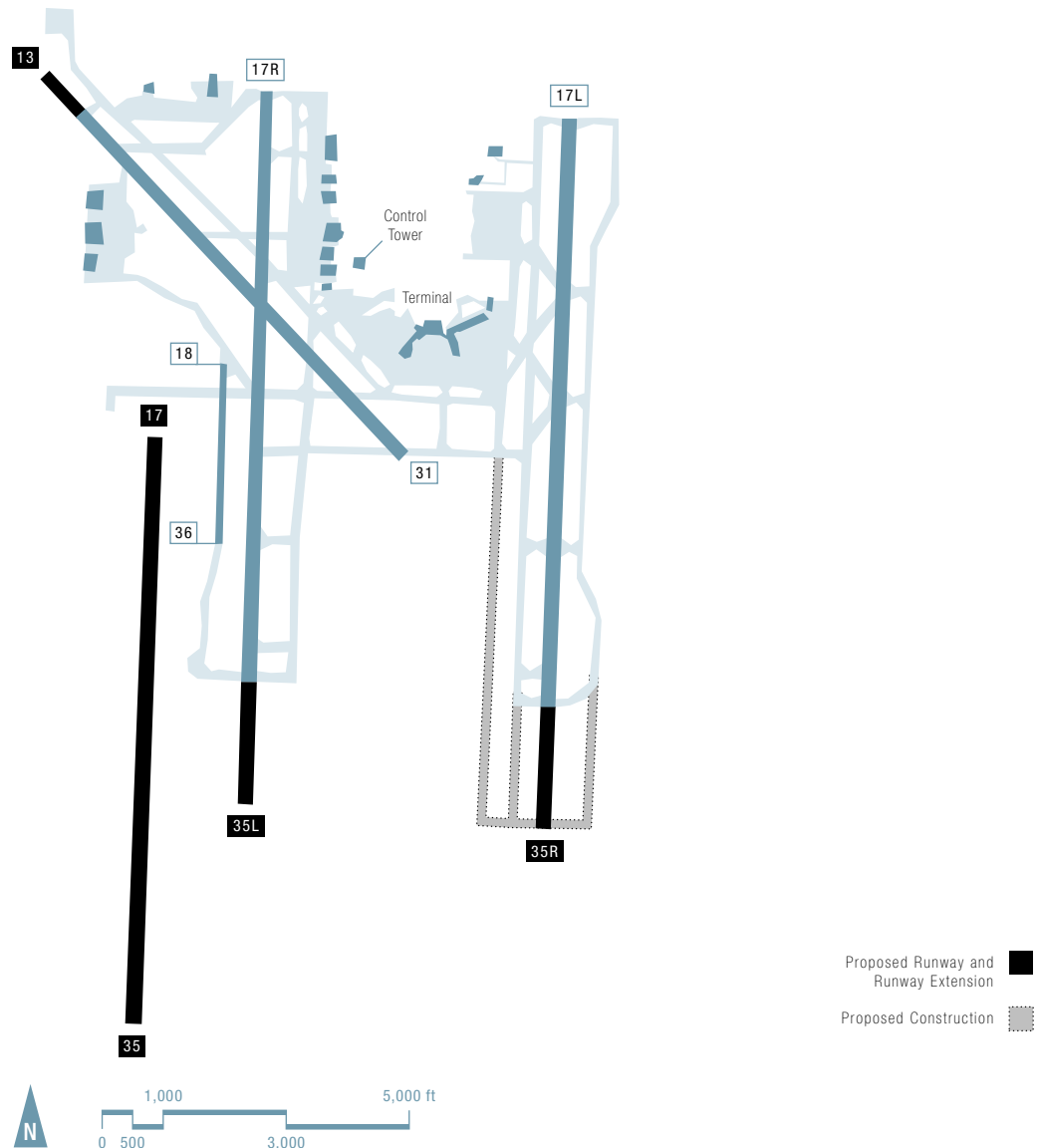
There are no new runway or runway extension projects proposed, or currently under construction at this airport.





HI	55	<div> <div></div> <div>(M)</div> </div>	Enplanements			<div> <div></div> <div>(K)</div> </div>	Operations		
			2,763,433	2,852,793	2,930,601		174,183	192,479	176,156
		3.0				200			
		2.7				180			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

OKC – Oklahoma City Will Rogers World Airport

Construction of a new west parallel runway 1,600 ft. west of Runway 17/35 is reflected on the ALP. Estimated cost of construction is \$13 million. Extensions to both north/south runways, Runways 17L/35R and 17R/35L, are also planned. The estimated cost of extending the runways is \$8 million each. Construction of the extension to Runway 17R/35L is expected to start in 2010 and be completed by 2014. A 2,200 ft. extension to the northwest of Runway 13/31 is planned as well. Relocation of MacArthur Boulevard may begin in 2003, with runway completion in 2010. The cost is estimated at \$11.6 million.



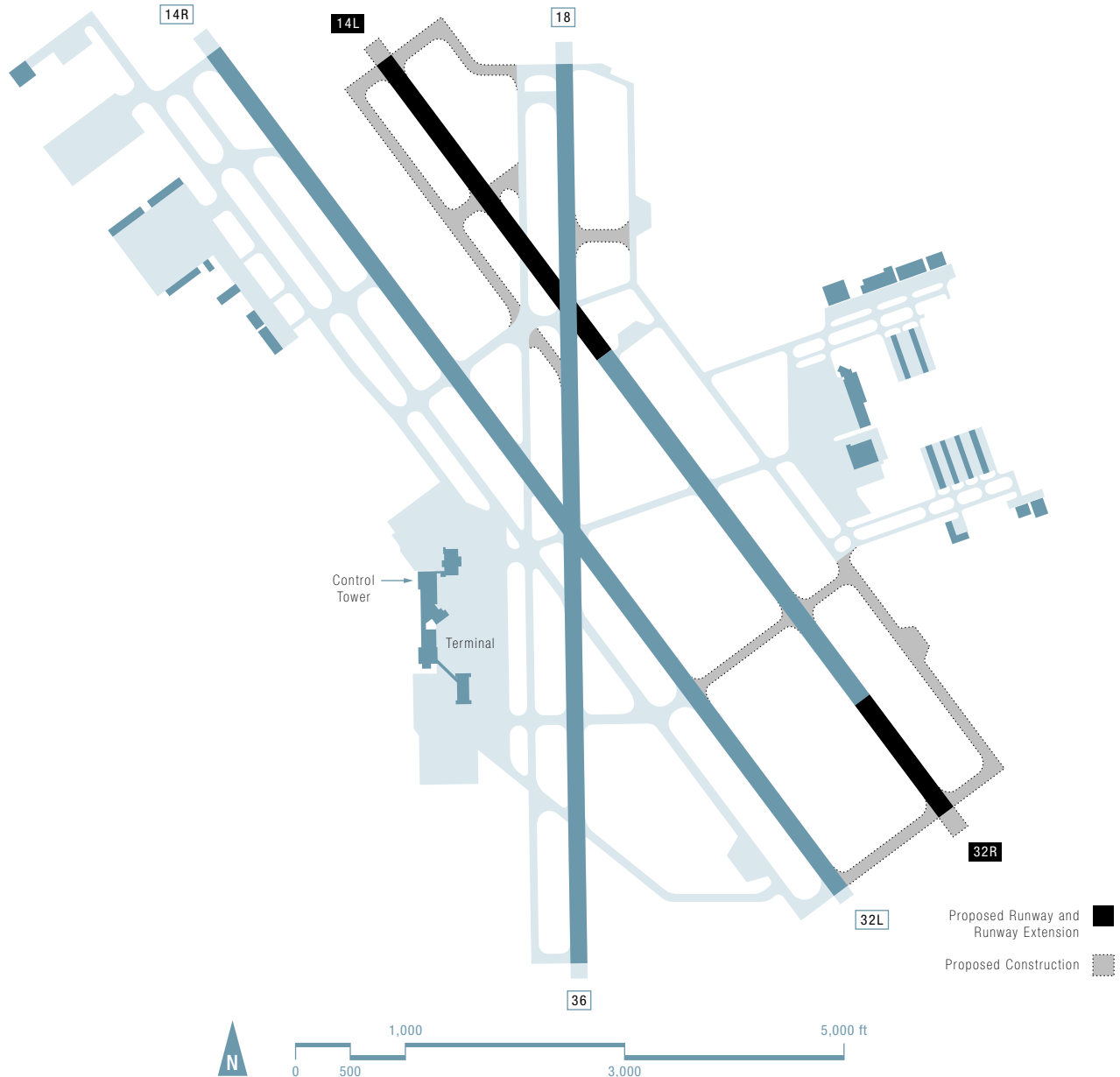
OK	67	 (M)	Enplanements			 (K)	Operations		
			1,720,263	1,743,145	1,760,822		164,090	161,662	164,068
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

E

AIRPORT LAYOUTS FOR THE TOP 100 AIRPORTS

OMA – Omaha Eppley Airfield

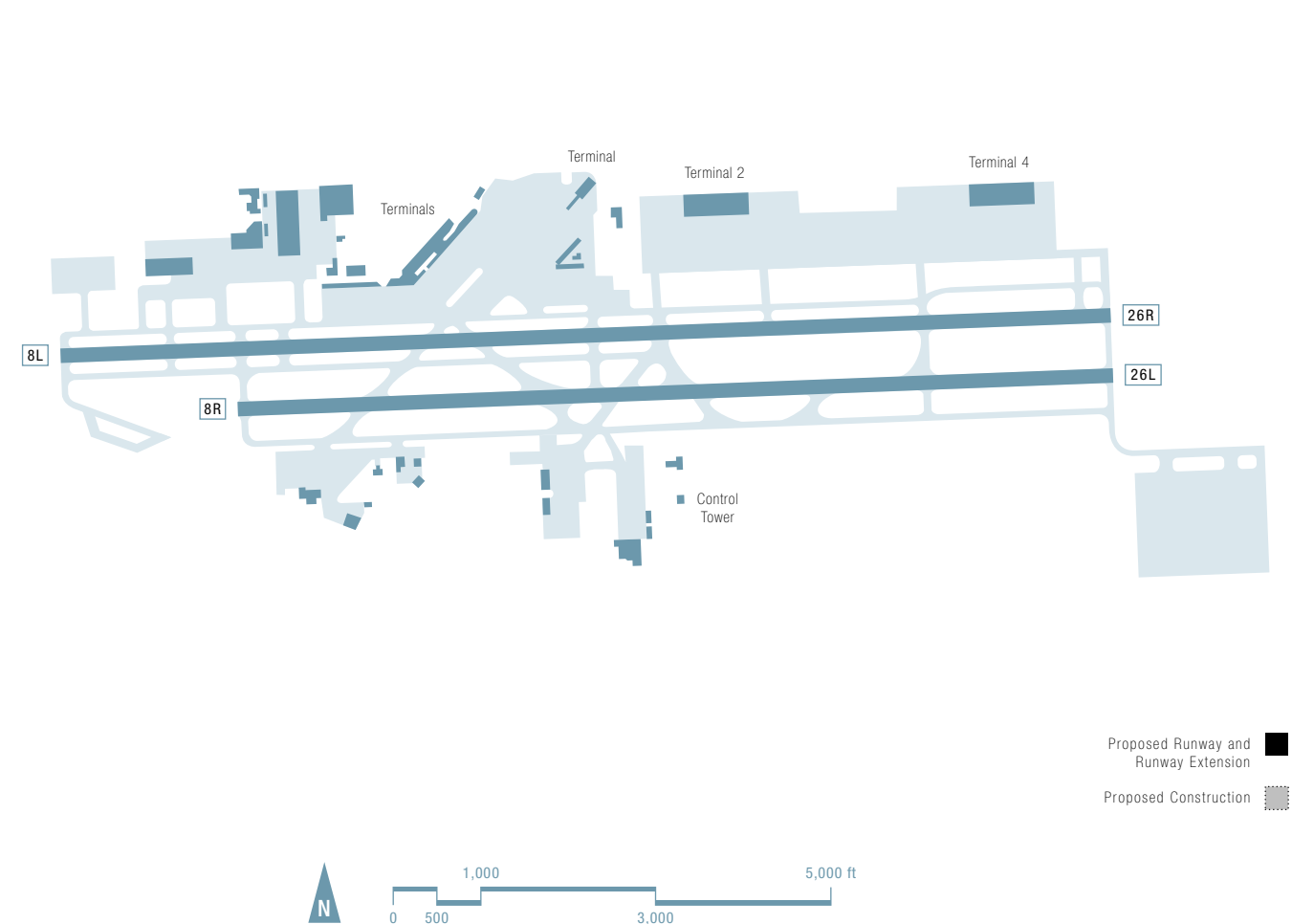
A 1,000-ft. extension to Runway 32R and a 3,400 ft. extension to Runway 14L are planned. No estimates of cost or completion dates are available at this time.






NE	65	(M)	Enplanements			(K)	Operations		
			1,801,290	1,827,848	1,899,827		167,095	184,933	178,173
		1.9				200			
		1.7				175			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

ONT – Ontario International Airport

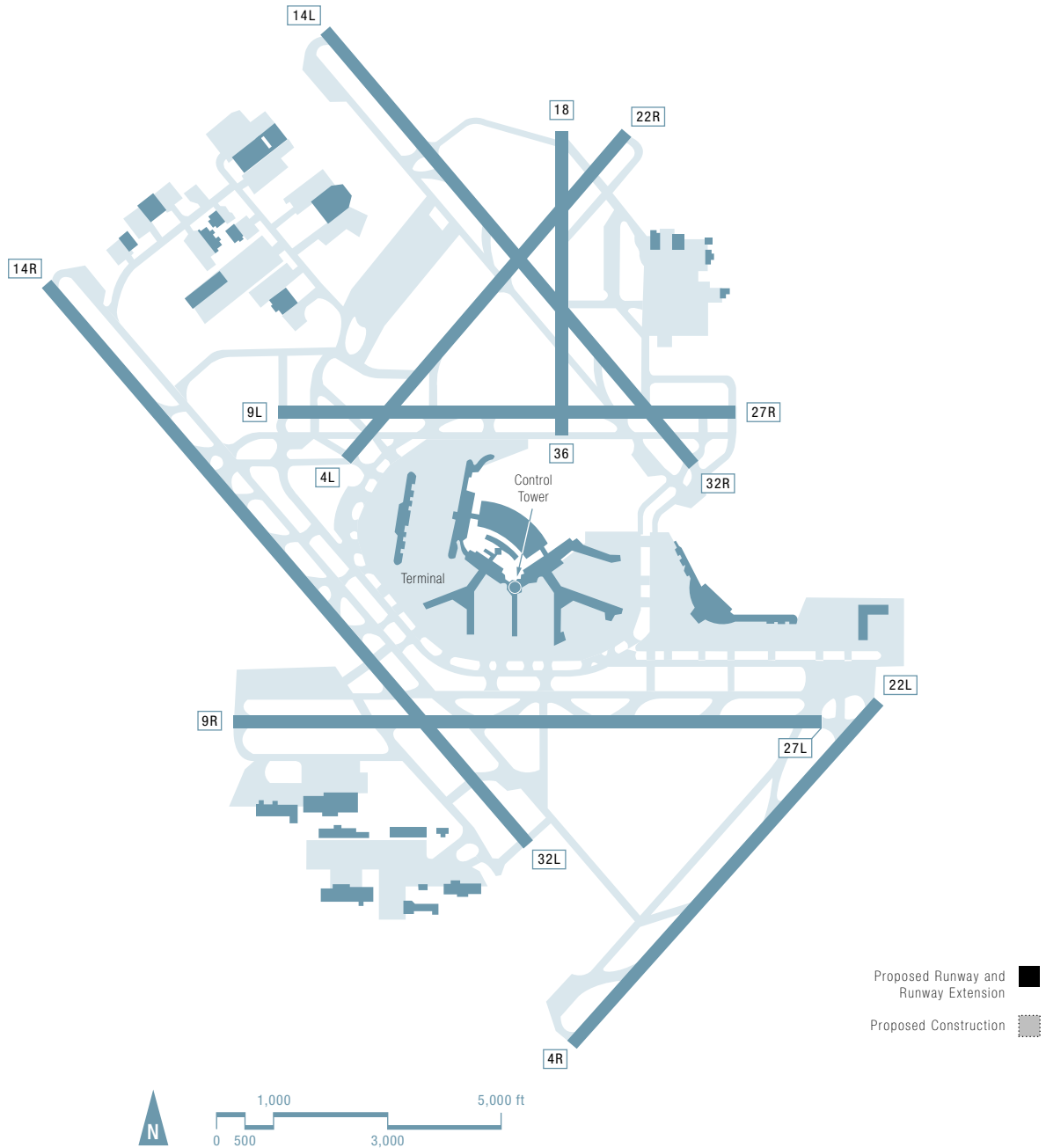
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



CA		52	 (M)	Enplanements			 (K)	Operations		
		4	3,008,929	3,081,421	3,386,558	170	142,226	157,481	153,396	
		3				150				

ORD – Chicago O’Hare International Airport

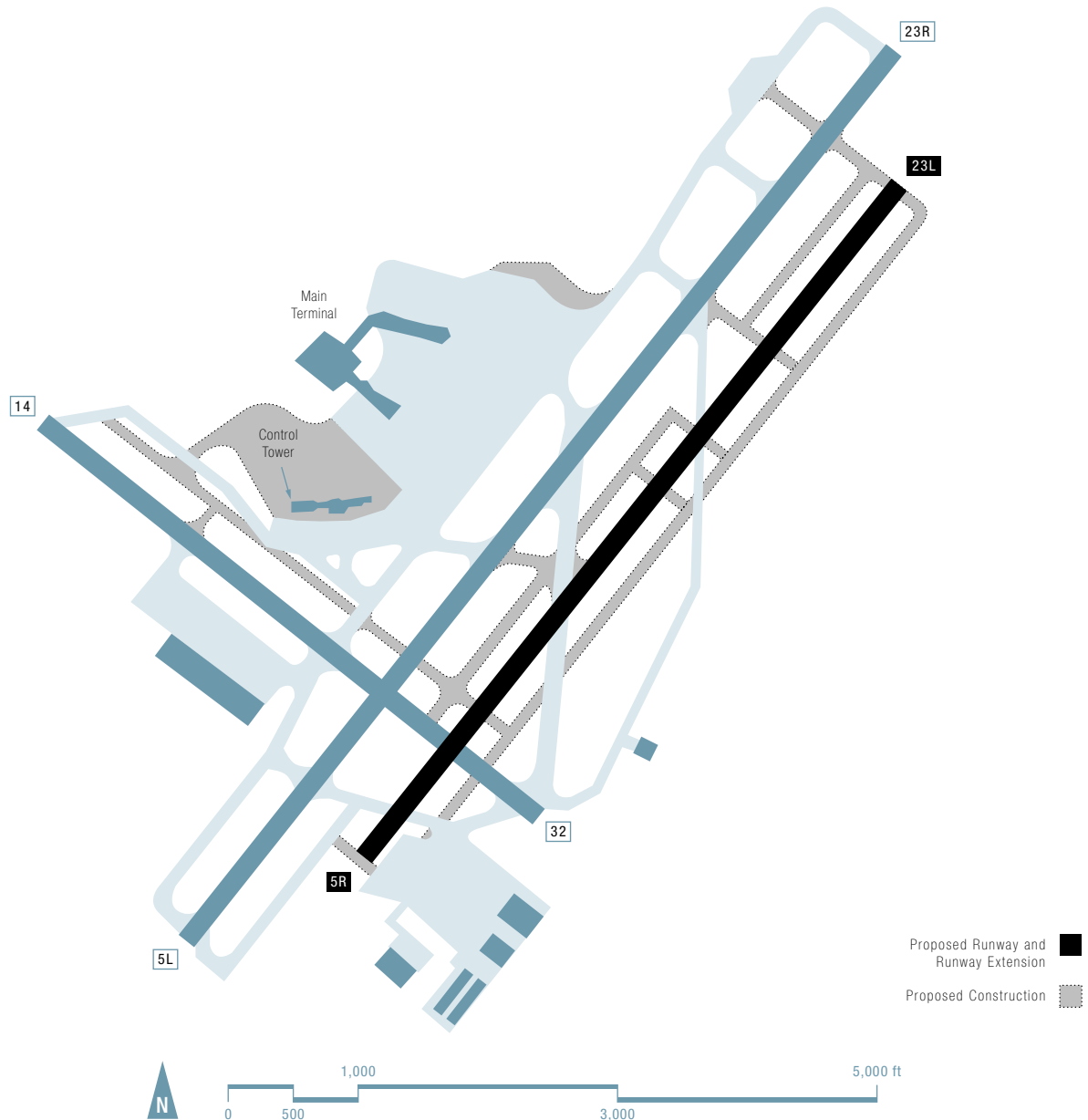
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



IL	2	(M)	Enplanements			(K)	Operations		
			36	33			910	885	
			34,275,979	34,418,016	34,153,190		888,333	898,855	906,326
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

ORF – Norfolk International Airport

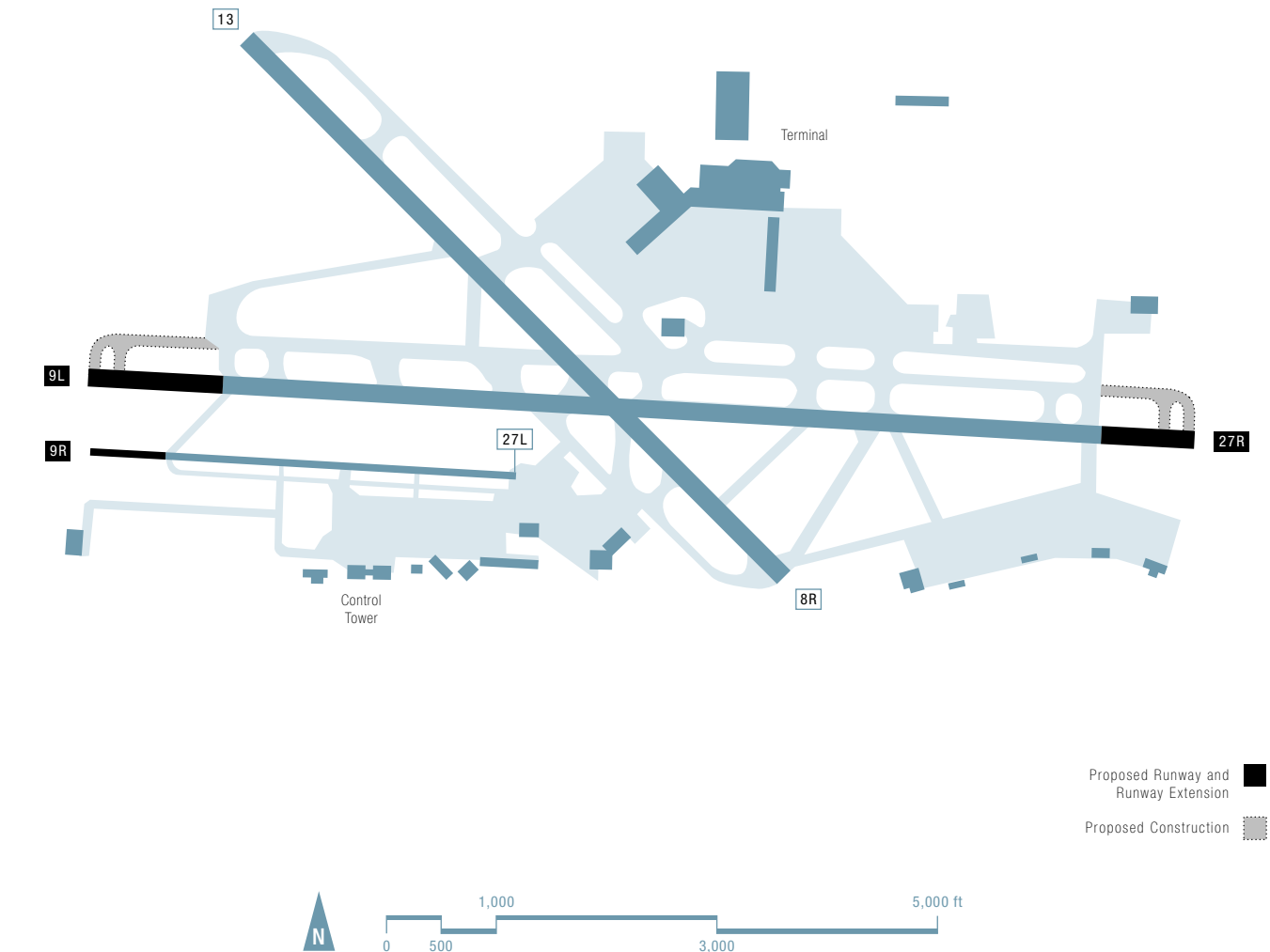
A new air carrier runway, Runway 5R/23L, was analyzed by the Eastern Virginia Capacity Design Team. An Environmental Review is currently underway. Runway construction is anticipated to begin in spring 2002 with completion by 2004, at an estimated cost of \$100 million providing the airport can acquire the small amount of additional land required.



VA	75	(M)	Enplanements			(K)	Operations		
			1,429,023	1,488,519	1,531,236		150,345	151,120	133,482
		1.6				160			
		1.4				140			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

PBI – Palm Beach International Airport

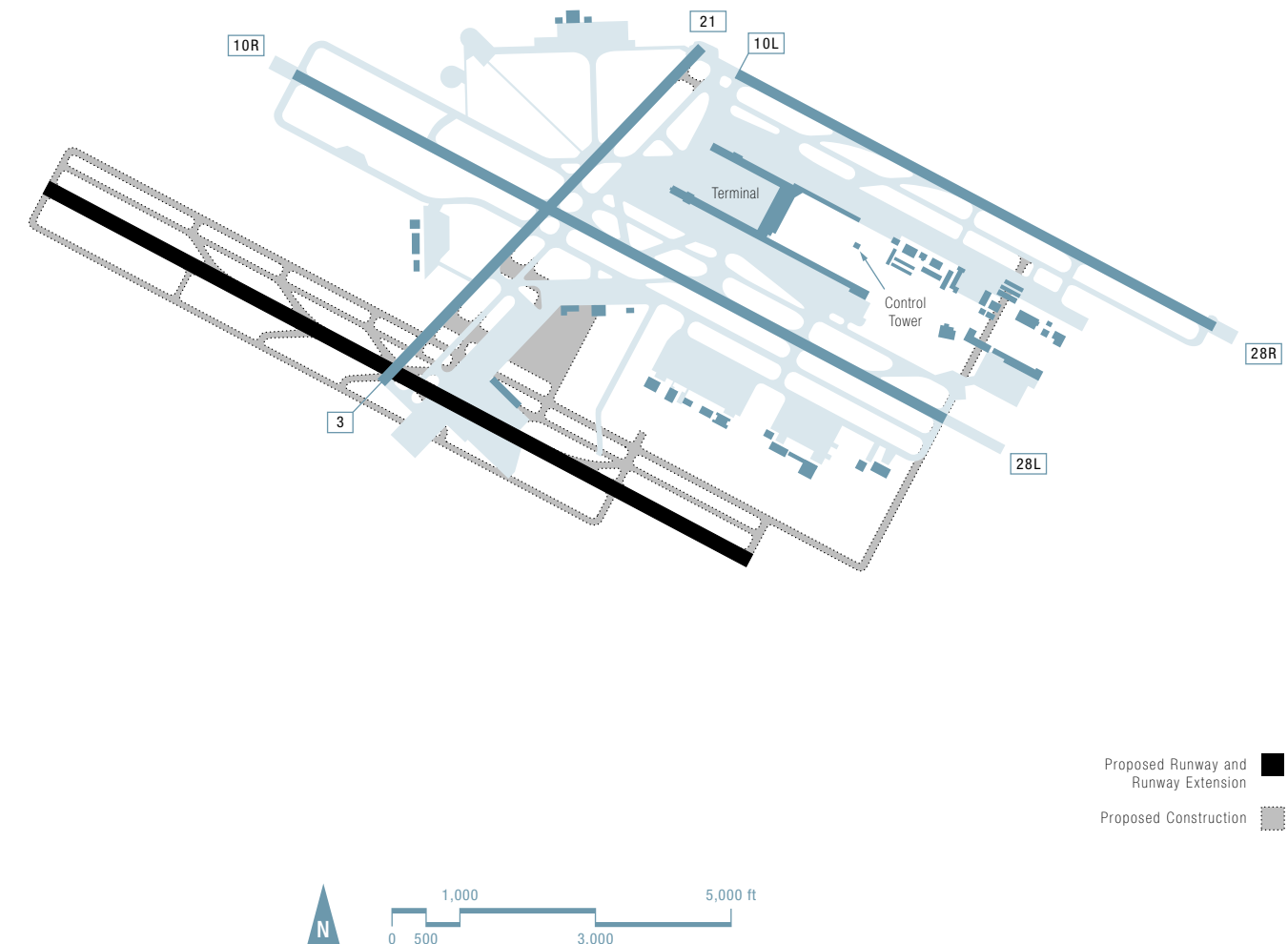
Runway 9L/27R is planned to be extended 1,200 ft. to the west and 811 ft. to the east, for a total length of 10,000 ft. The total estimated project cost is \$9 million. An environmental assessment was completed and a Finding of No Significant Impact (FONSI) was issued in April 1998. Construction was completed in 2000. The runway thresholds will remain in their present locations; therefore, the extended length will only be used for departures.



FL	56	56 3.0 2.8	Enplanements			210 195	Operations		
			2,901,612	2,822,271	2,895,252		193,091	196,866	209,241
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

PDX – Portland International Airport

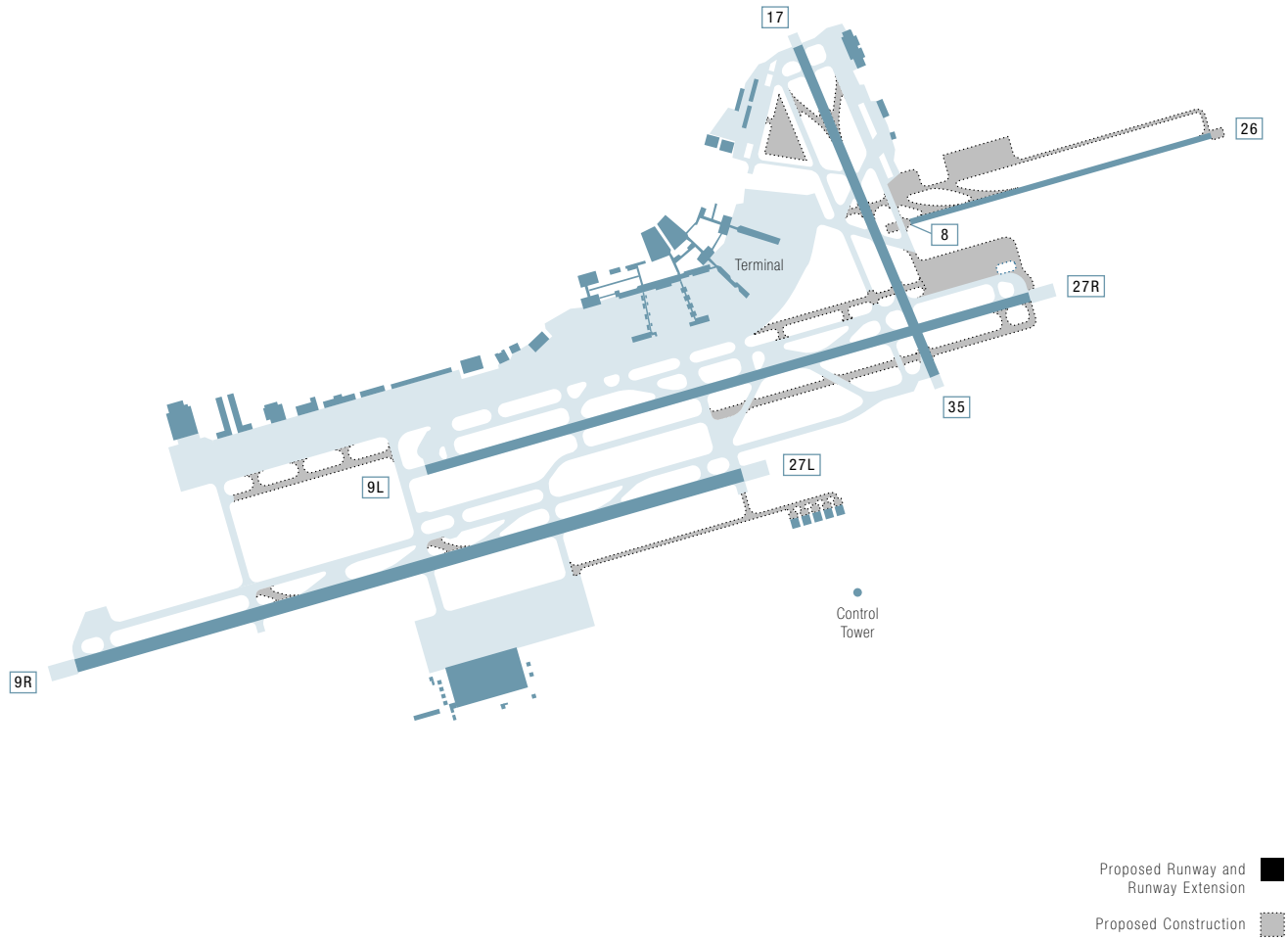
An update of the 1996 Capacity Enhancement Plan was completed in 2001. The update evaluated development of a third parallel runway with associated taxiways, and constructing an additional terminal or expanding the existing terminal. The update also evaluated the impact of a new, parallel runway.





OR	33	✈️ (M)	Enplanements			✈️ (K)	Operations		
		6.8	6,296,555	6,673,068	6,553,125	330	324,617	322,519	321,114
		6.4				320			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

PHL – Philadelphia International Airport

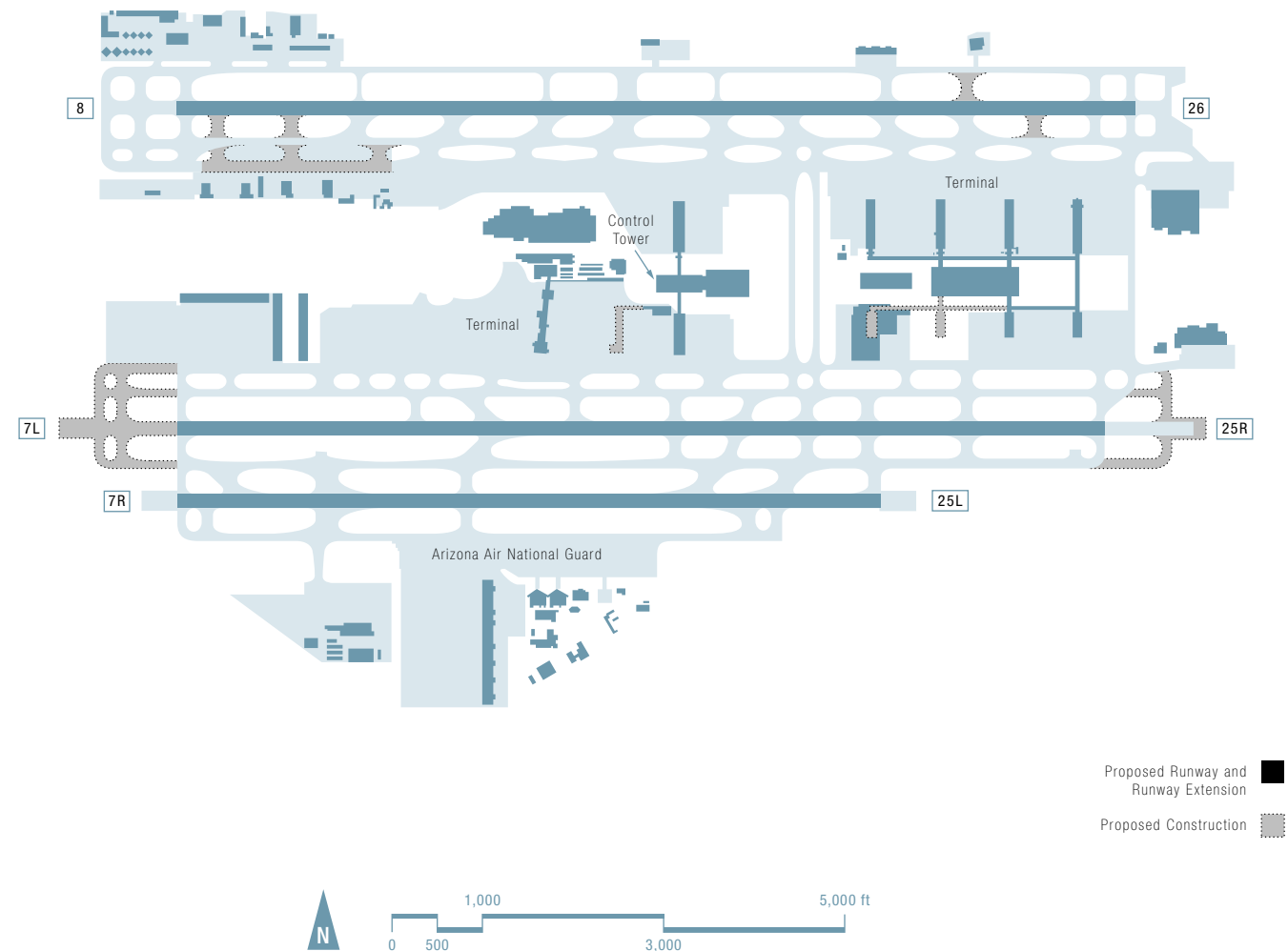
The new 5,000-ft. parallel commuter runway, Runway 8/26, opened in late-1999 at an estimated cost of \$220 million. It is located 3,000 ft. north of Runway 9R/27L.





PA	20	 (M)	Enplanements			 (K)	Operations		
			11,470,165	11,711,796	13,022,732		465,292	478,397	484,963
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

PHX – Phoenix Sky Harbor International Airport

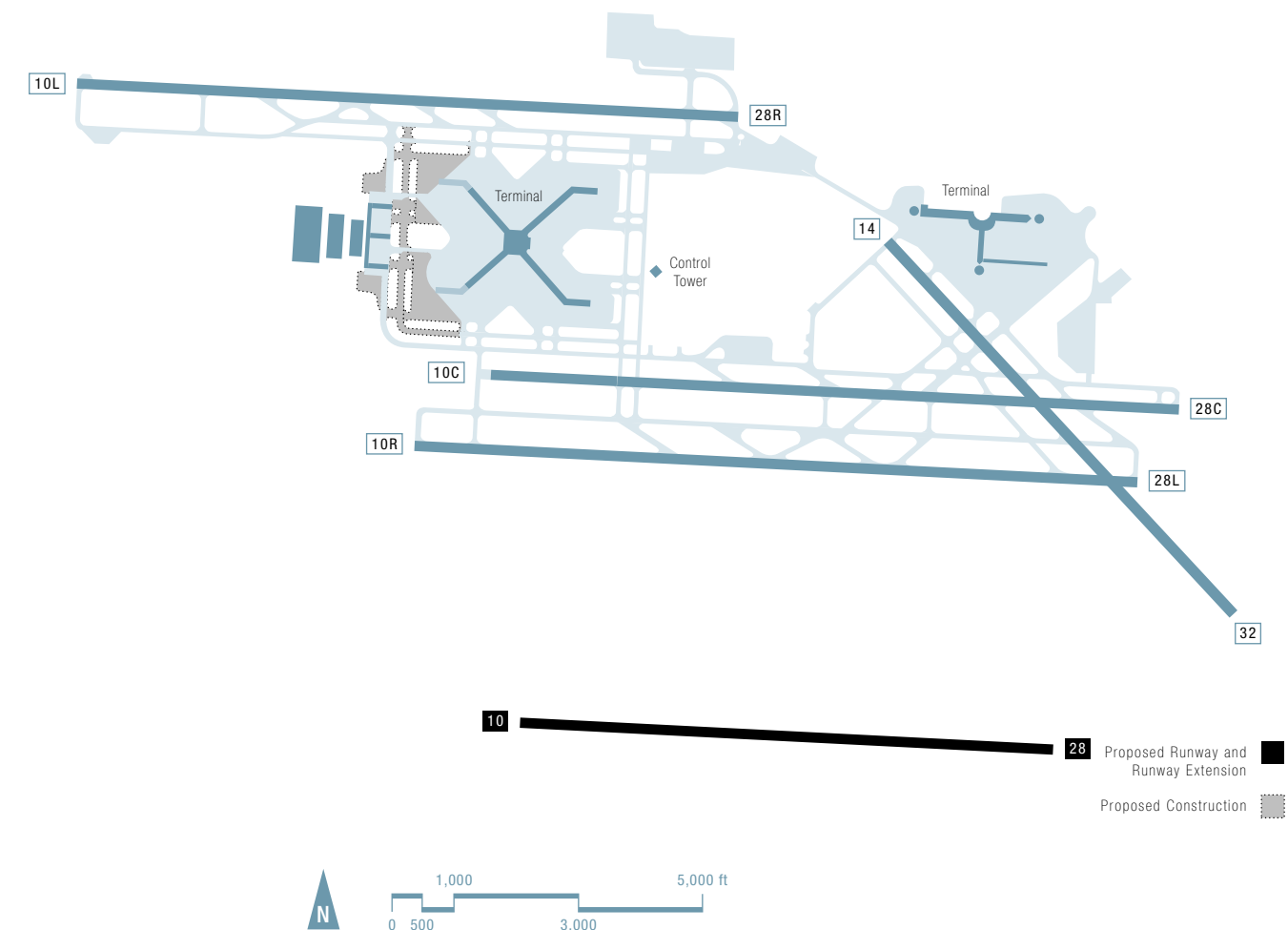
A new third parallel runway, Runway 7/25 800 ft. south of Runway 8R/26L, was recently completed. Runway 7/25 is being constructed to a length of 7,800 ft. The airport layout plan proposes an ultimate length of 9,500 ft., but further construction is not scheduled at this time. The construction of a 900 ft. west extension of Runway 8L/26R, at an estimated cost of \$7.0 million, was completed in 2001.



AZ	7	 (M)	Enplanements			 (K)	Operations		
			15,412,536	16,316,300	18,652,345		522,563	555,793	624,261
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

PIT – Greater Pittsburgh International Airport

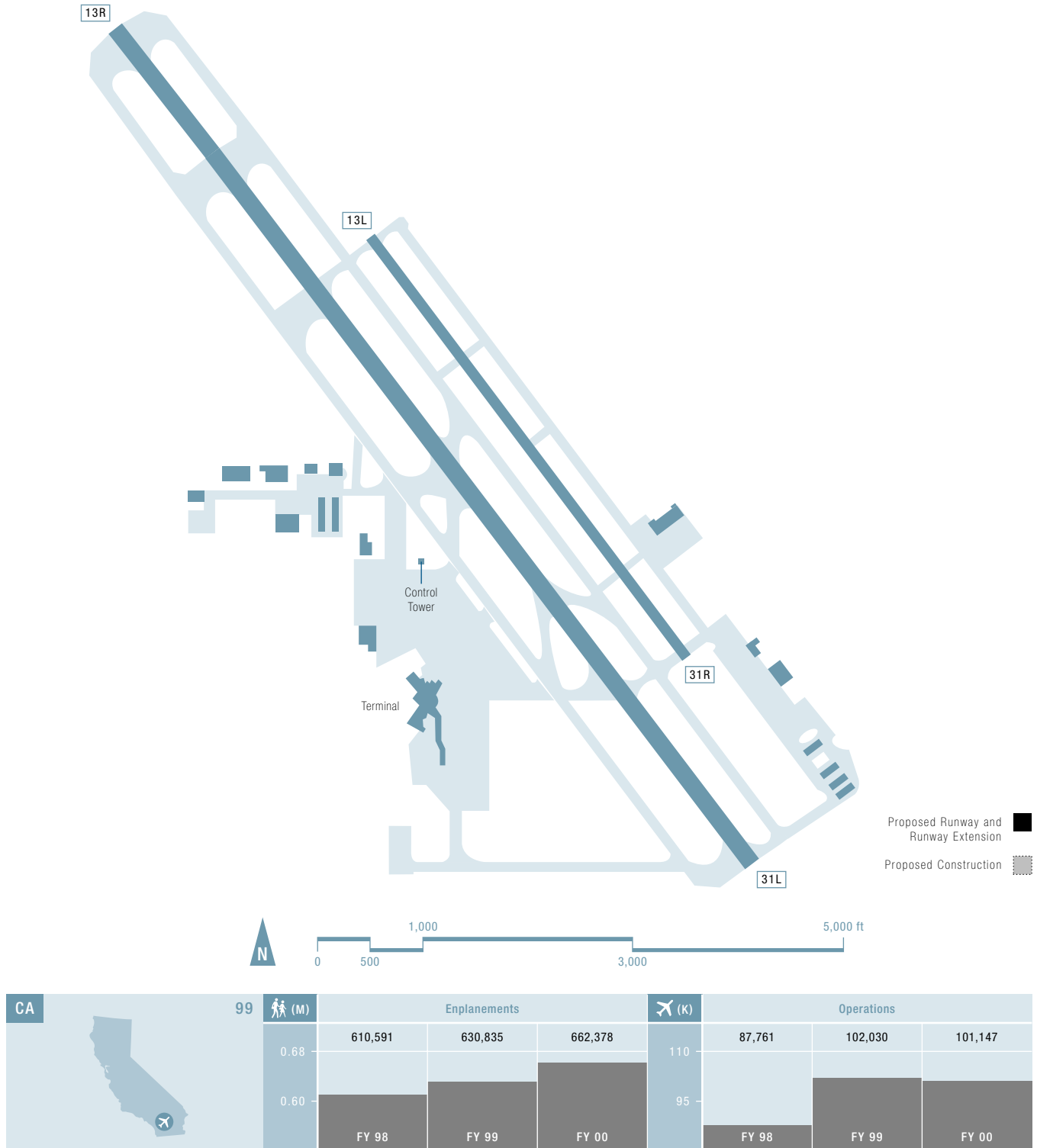
The ongoing Master Plan has recommended that at least two new runways will be needed within a 20-year planning period to accommodate projected Baseline (normal growth) forecast demands and achieve acceptable aircraft delay times and associated delay costs. The southern parallel will be located approximately 4,300 ft. south of existing Runway 10R/28L and should be operational by the time the airport reaches 495,000 annual aircraft operations. The Master Plan was completed in 2001.



PA	24	(M)	Enplanements			(K)	Operations		
			10,174,826	9,480,757	10,520,627		451,255	439,032	449,168
		11				460			
		10				440			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

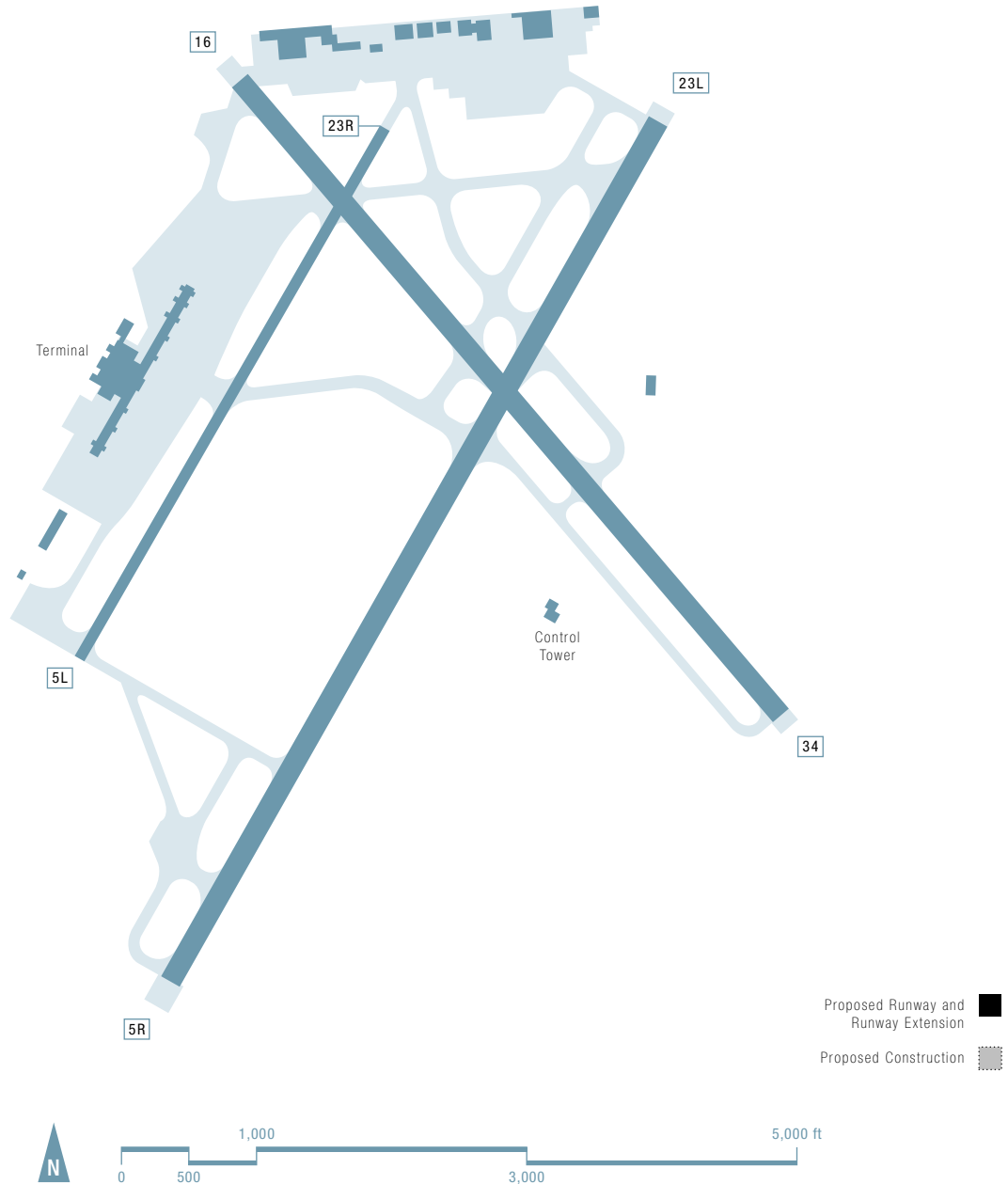
PSP – Palm Springs Regional Airport

There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



PVD – Providence Theodore Francis Green State Airport

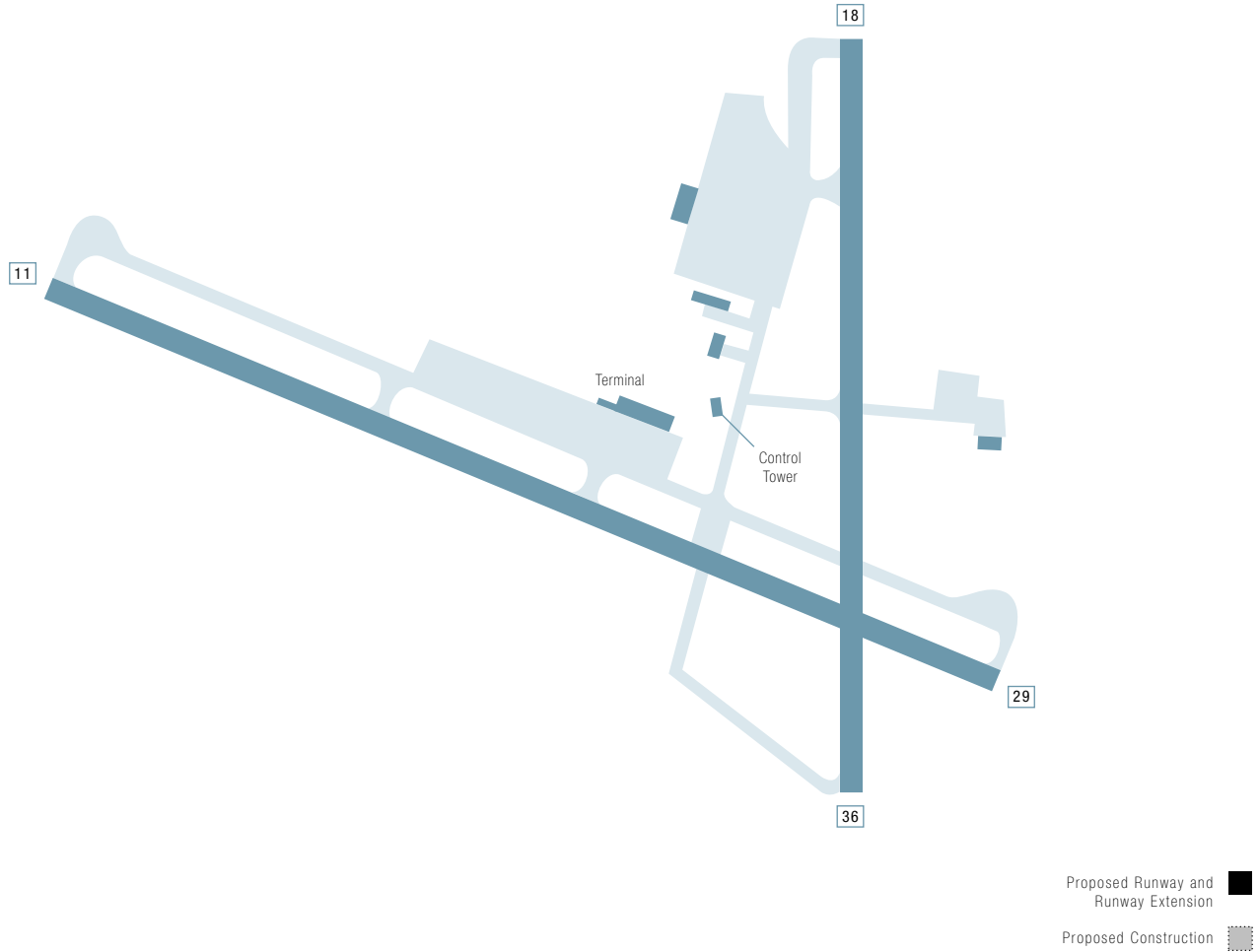
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



RI	58	(M)	Enplanements			(K)	Operations		
	2.8		2,219,471	2,479,686	2,688,902	160	153,799	157,597	157,228
	2.2					145			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

PWM – Portland International Jetport

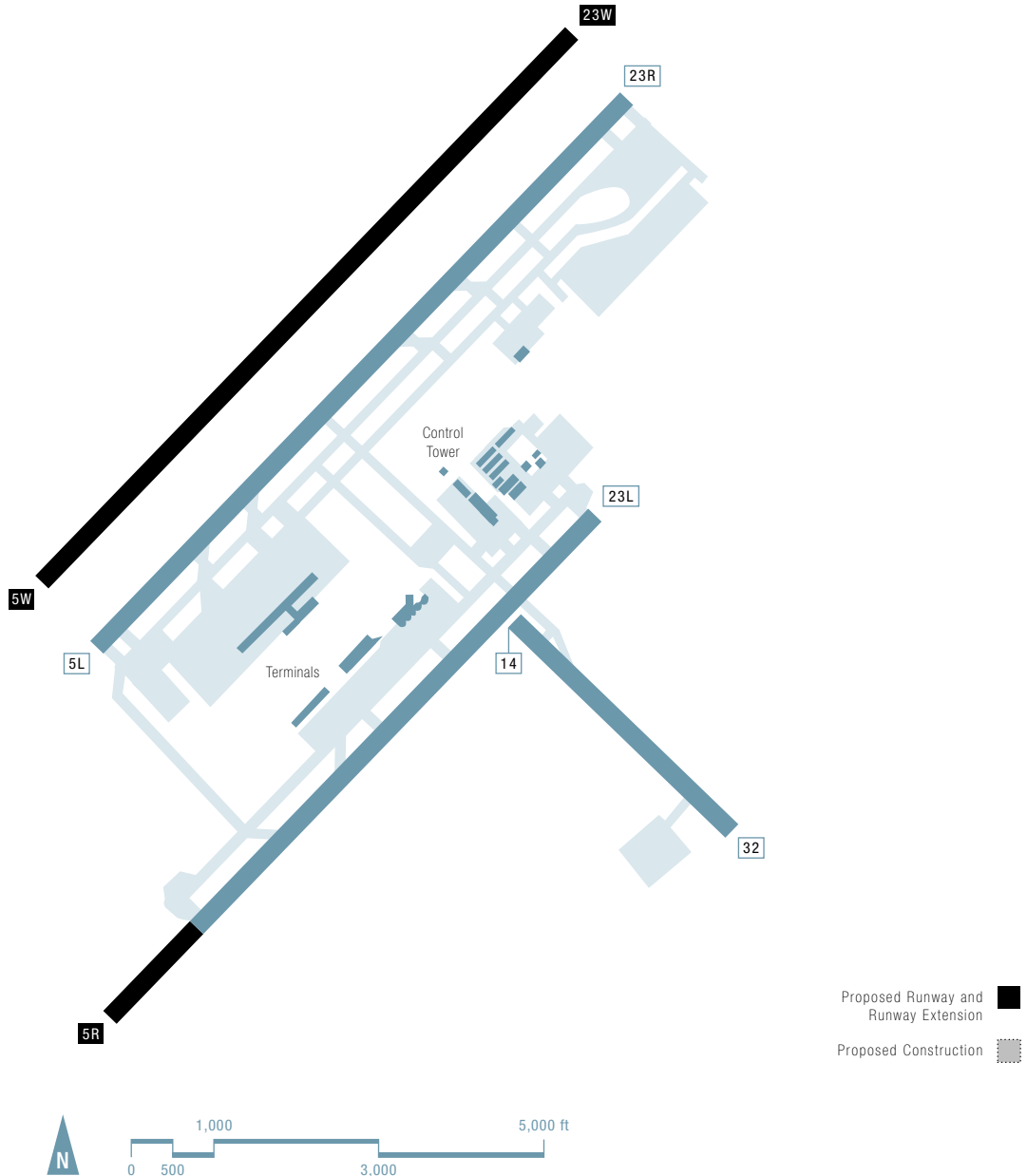
The design is completed for a 400 ft. extension to the west end of runway 11-29, an upgrade to CAT III for runway 11-29, and complete rehabilitation of runway 11-29 and associated taxiways. Construction of the 11-29 runway extension will begin in 2002.



ME	98	98	Enplanements			130	Operations		
			630,678	681,163	665,566		127,261	128,964	109,179
		0.70							
		0.62							
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

RDU – Raleigh-Durham International Airport

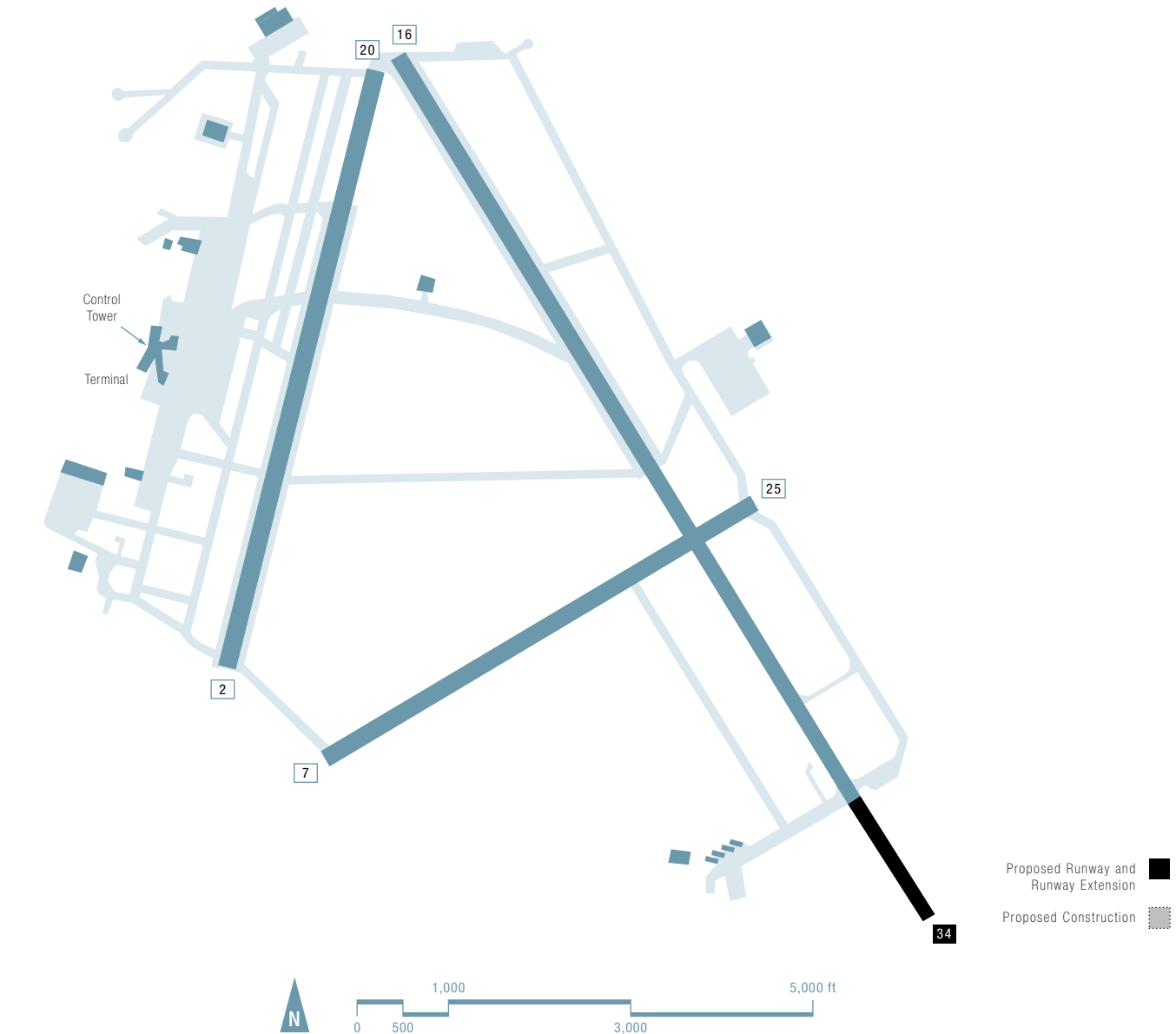
A new 8,000-ft. parallel Runway 5W/23W, located 3,000-4,300 ft. west of existing Runway 5L/23R, is planned for the future (beyond 2005). Also a 1,500-ft. runway extension to the south end of existing Runway 5R/23L is planned following the construction of the new runway. This would bring the total useable length for landings and takeoffs to 9,000 ft.



NC	39	(M)	Enplanements			(K)	Operations		
		5.2	3,478,257	4,097,431	5,135,074	300	250,536	284,111	295,649
		3.8				260			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

RIC – Richmond International Airport

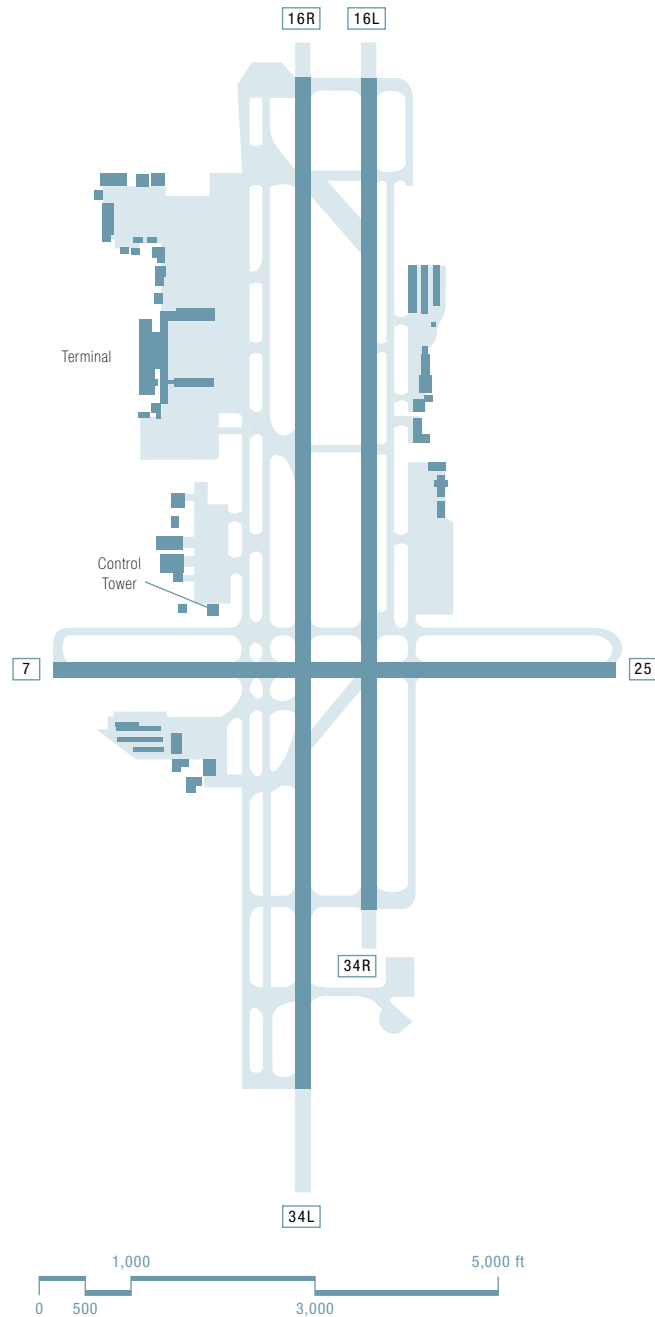
An extension of Runway 16/34 is under design. Construction has been delayed until after 2005.






VA	80	(M)	Enplanements			(K)	Operations		
			1,241,588	1,314,927	1,309,985		145,244	128,892	143,341
		1.4				150			
		1.2				130			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

RNO – Reno Tahoe International Airport

There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.

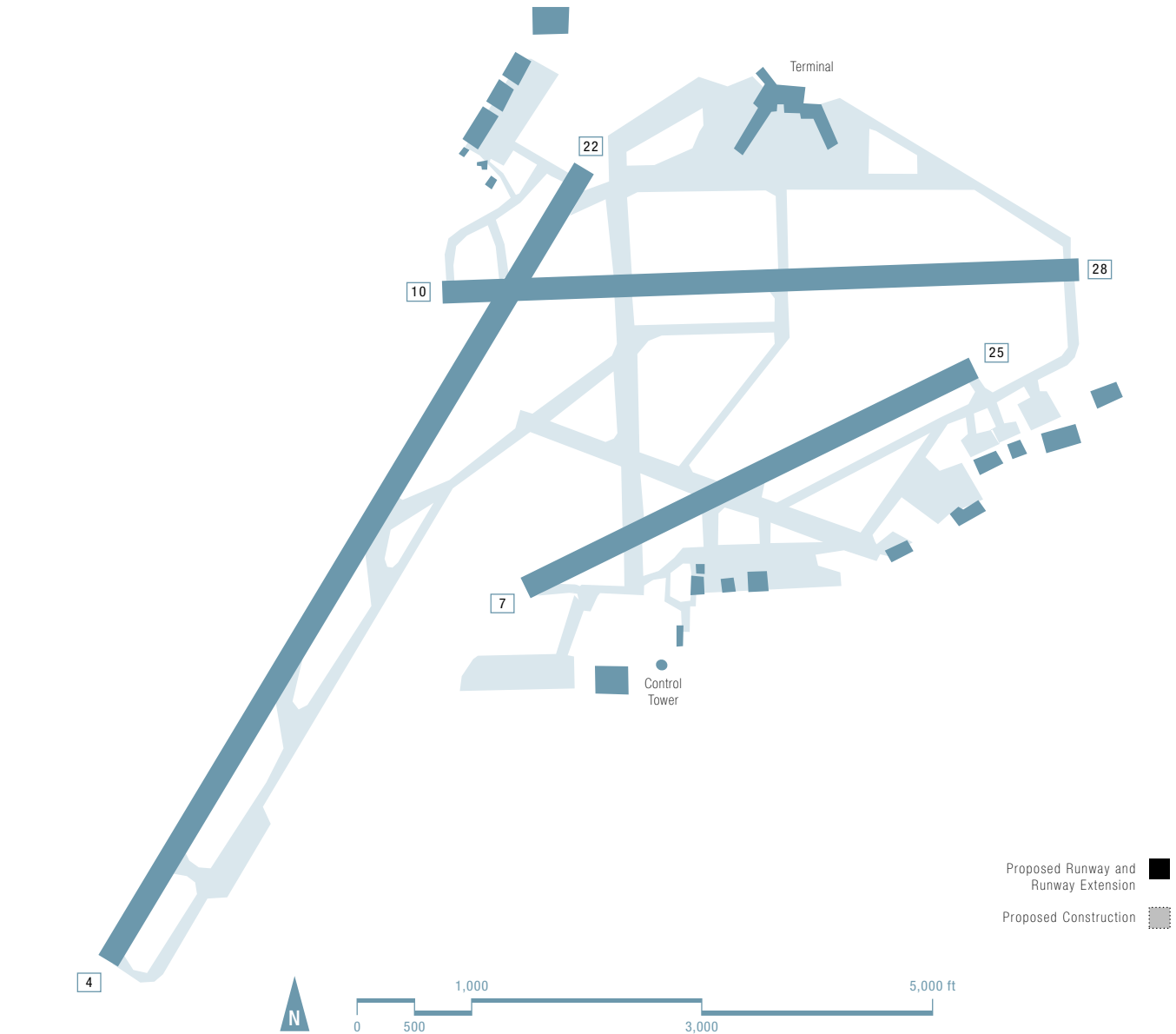


Proposed Runway and Runway Extension 
Proposed Construction 

NV		57	 (M)	Enplanements			 (K)	Operations				
				3.5	3,154,577	2,936,412		2,824,584	170	156,008	152,633	151,589
				3.0					155			
					FY 98	FY 99		FY 00		FY 98	FY 99	FY 00

ROC – Greater Rochester International Airport

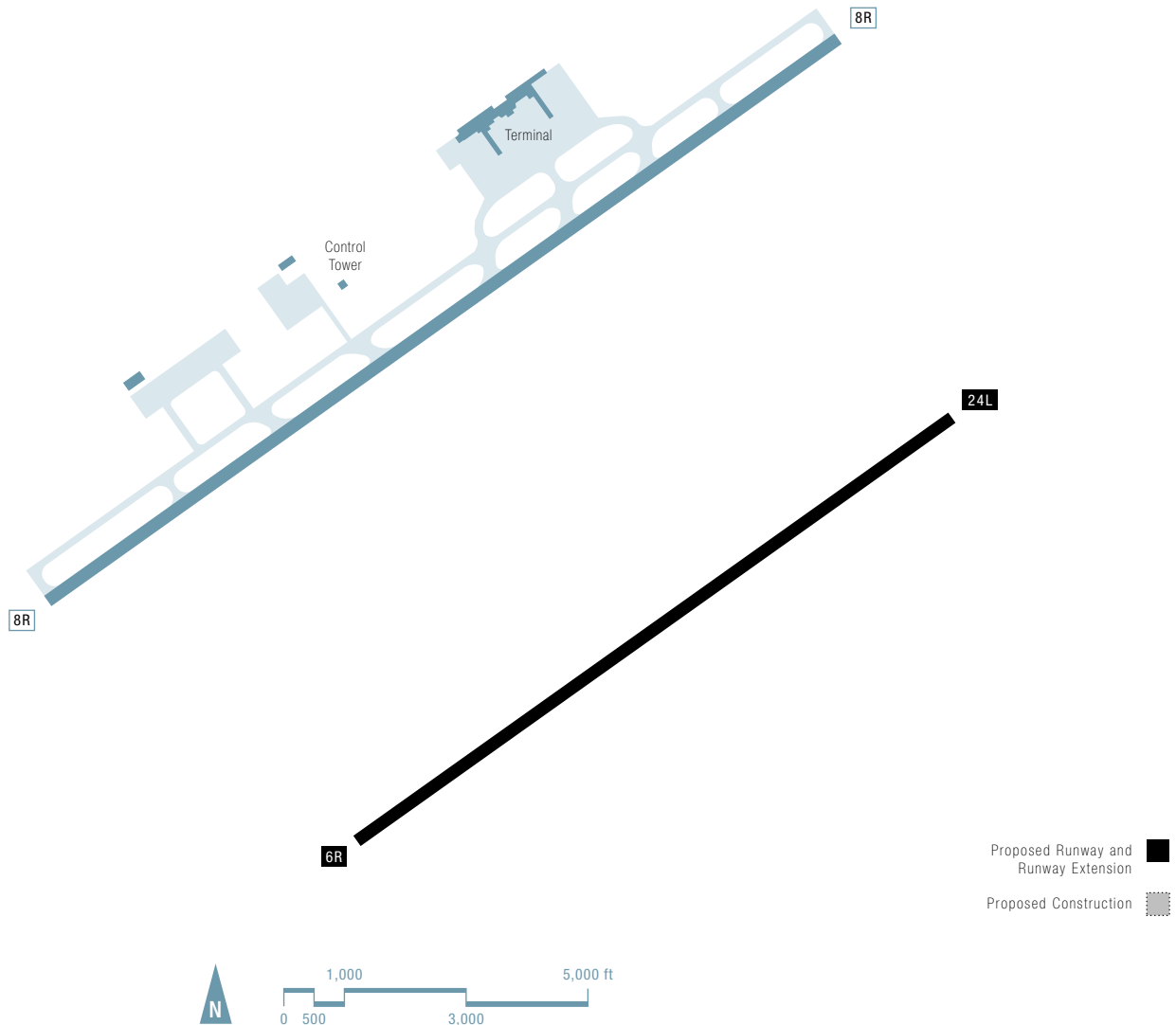
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



NY	82	(M)	Enplanements			(K)	Operations		
			1,247,959	1,252,184	1,202,157		181,056	187,303	185,180
		1.3				190			
		1.2				175			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

RSW – Fort Myers Southwest Florida Regional Airport

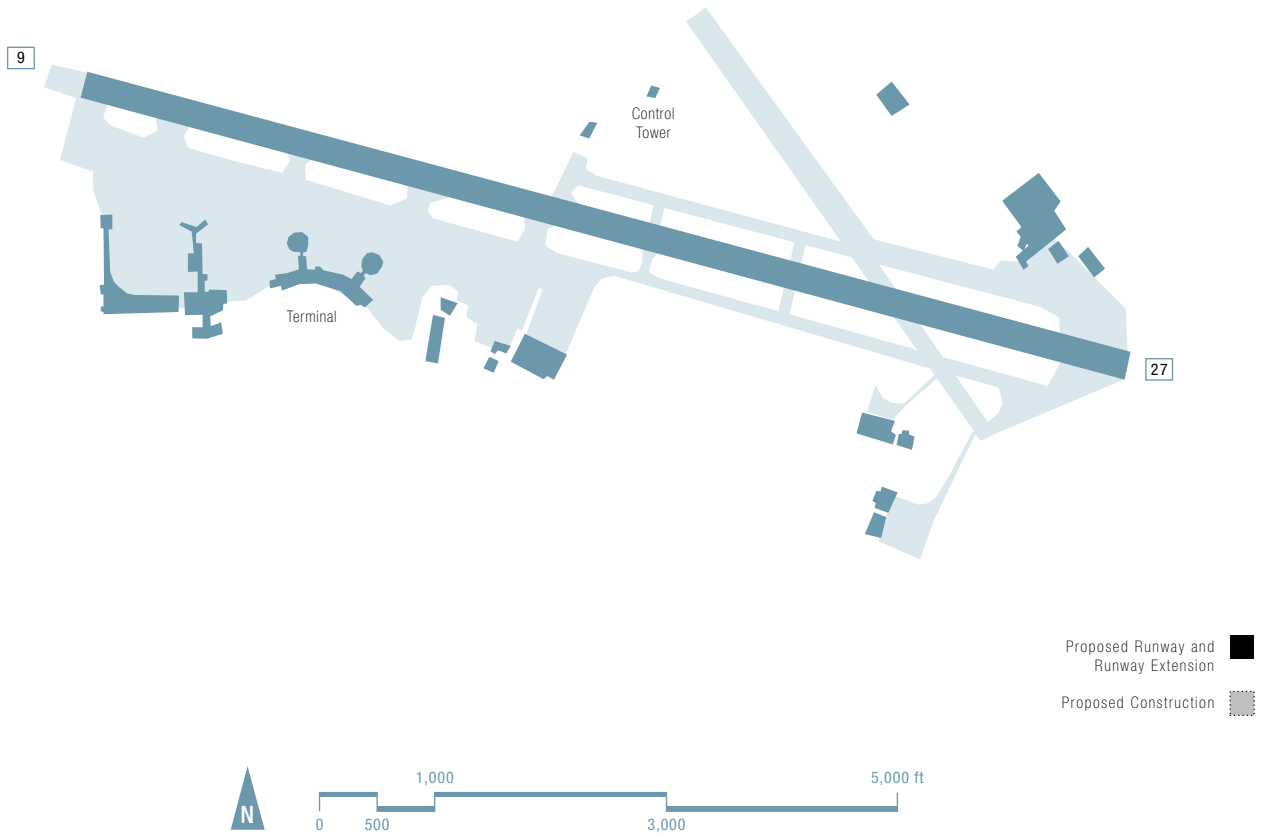
Planning has begun for a new 9,100 ft. parallel Runway 6R/24L, 4,300 ft. or more southeast of Runway 6/24. Construction is expected to begin in 2008. The new runway should be operational by 2010. The estimated cost of the project is \$80 million. This new runway will support independent parallel operations. A new terminal complex is planned to be located between the parallel runways. It is expected to be operational by 2005.



FL	60	60 2.6 2.2	Enplanements			80 70	Operations		
			2,252,107	2,403,891	2,526,879		67,291	74,174	76,497
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

SAN – San Diego International Lindberg Field

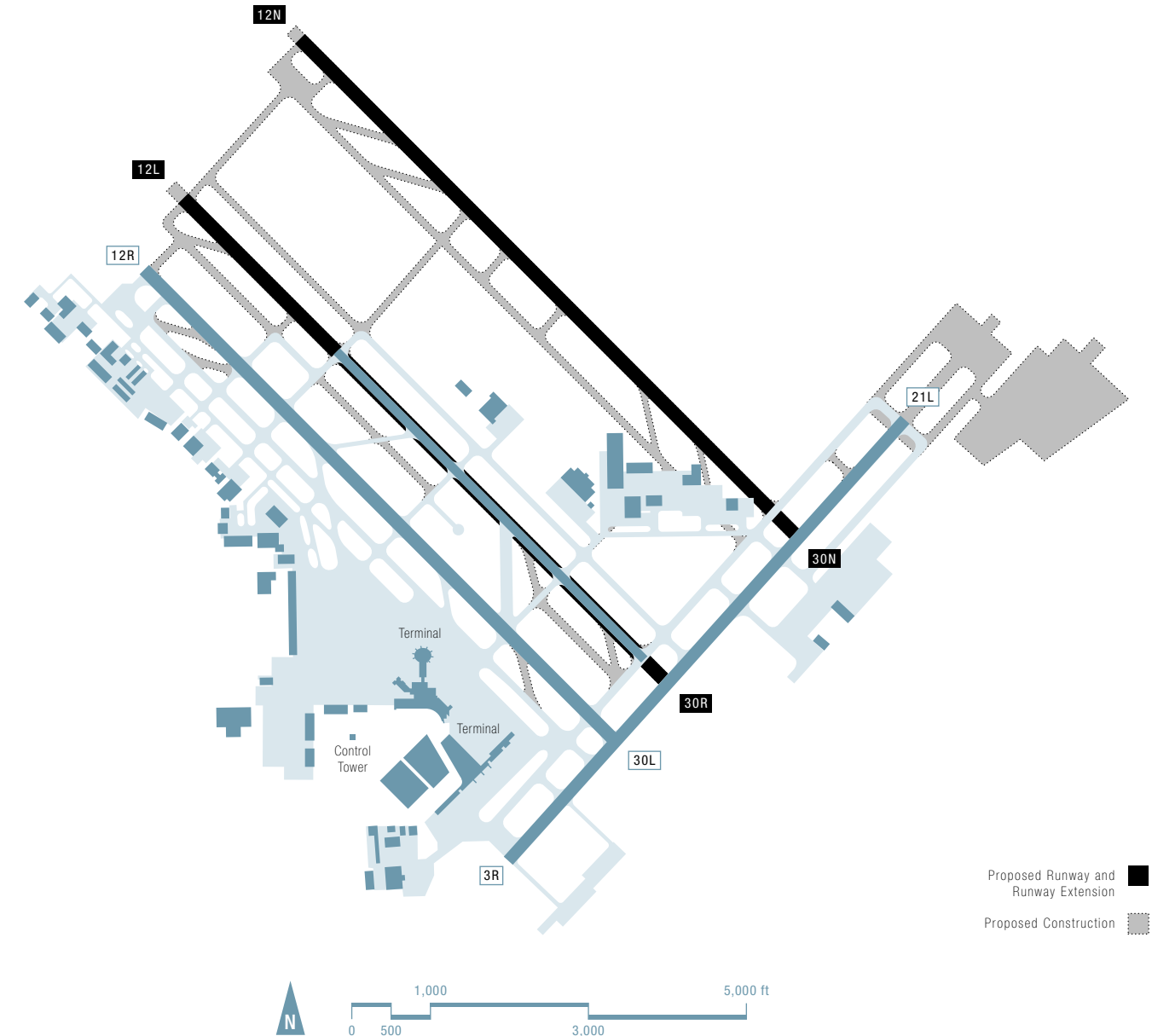
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



CA	29	(M)	Enplanements			(K)	Operations		
			7,317,952	7,550,495	7,953,273		224,140	224,095	208,894
		8				240			
		7				210			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

SAT – San Antonio International Airport

Reconstruction and extension of 12L/30R for air carrier operations is planned for completion by 2006. A third parallel runway, Runway 12N/30N, is in the long term planning, within 5-10 years. Taxiway and cargo ramp expansion were completed in 2000. Expansion of the terminal to 29 gates is planned for 2002.



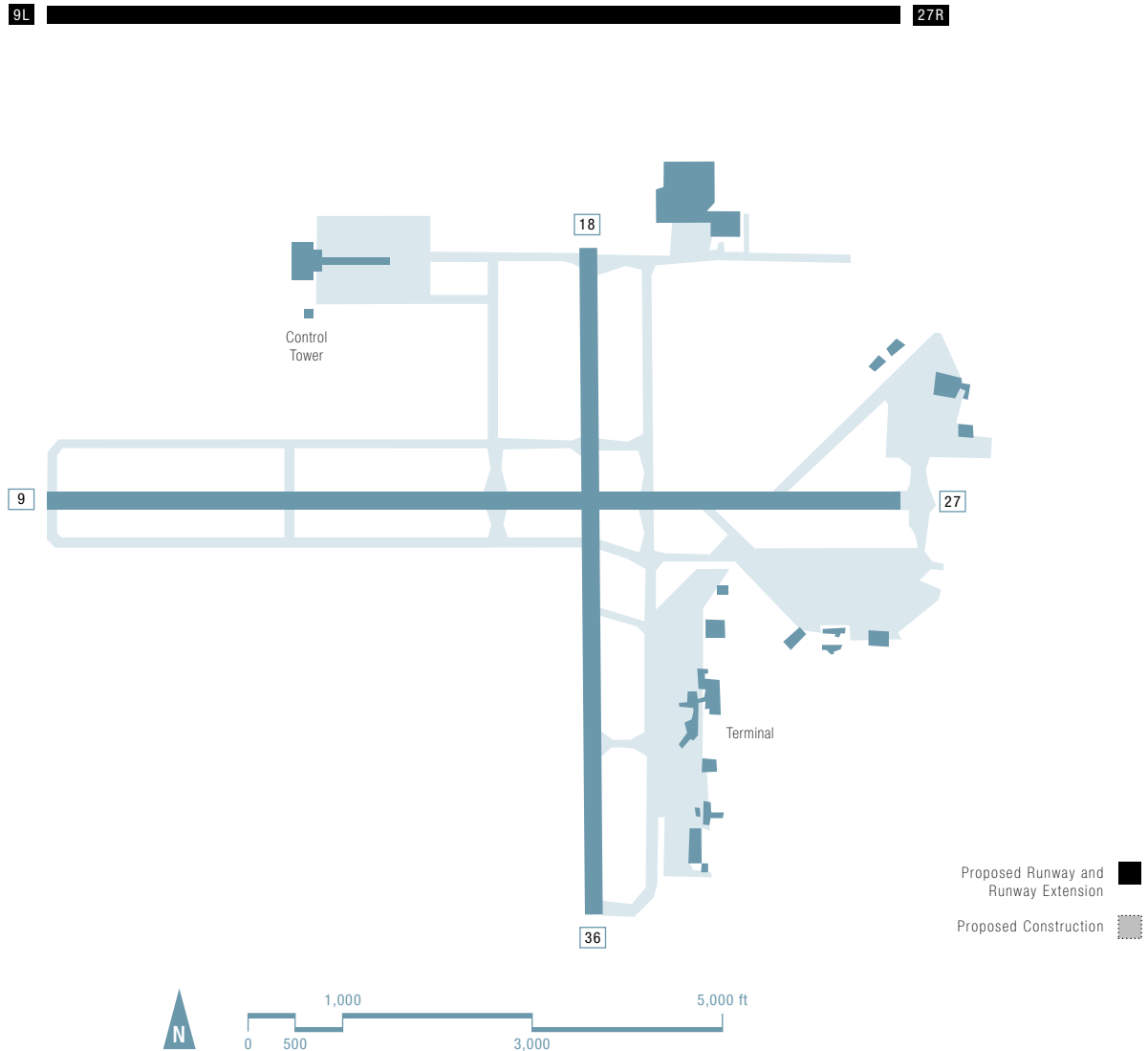
TX	50	(M)	Enplanements			(K)	Operations		
			3,379,337	3,384,107	3,552,109		280,595	251,038	255,622
		3.6				300			
		3.3				260			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

E

AIRPORT LAYOUTS FOR THE TOP 100 AIRPORTS

SAV – Savannah International Airport

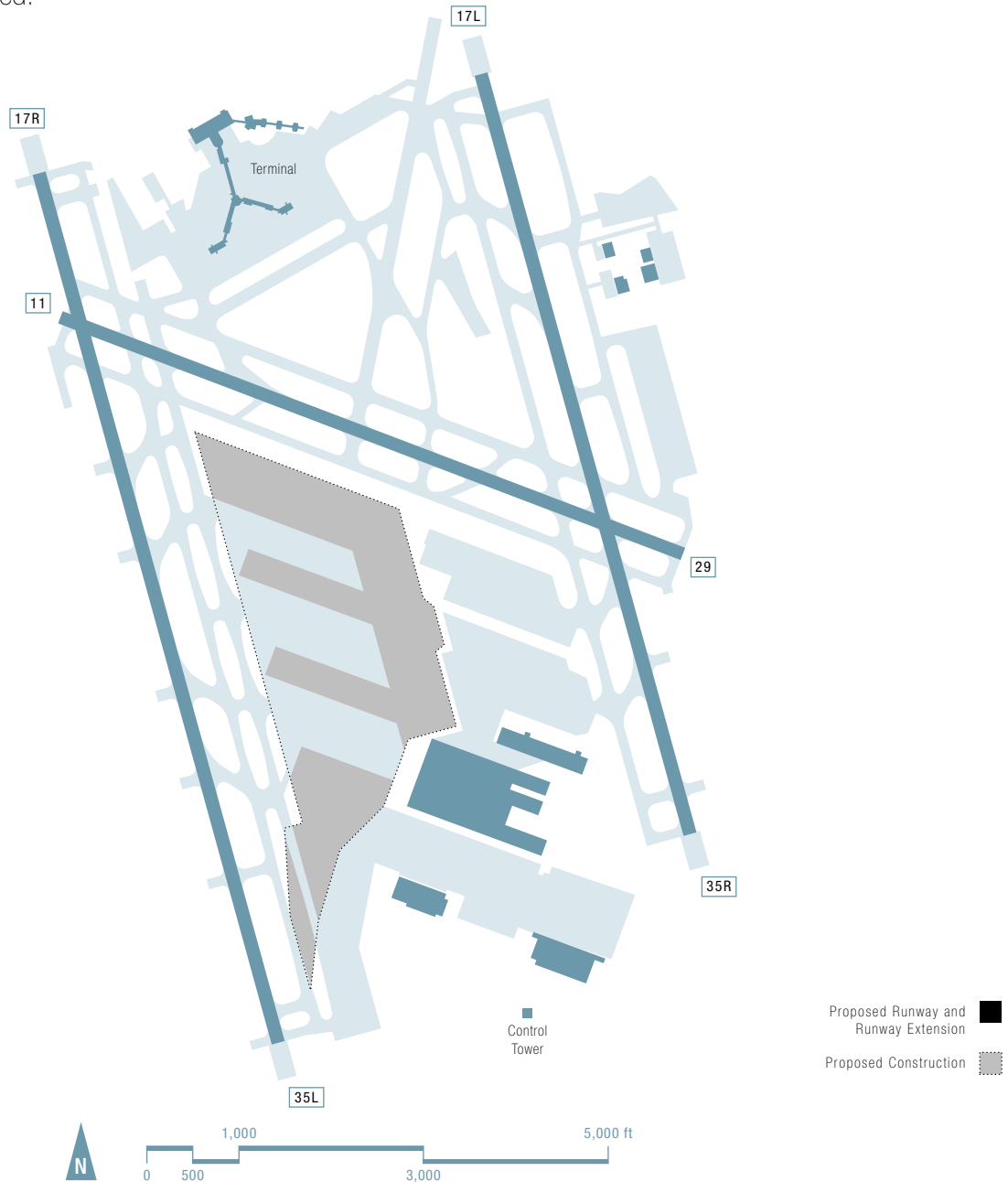
A new 9,000 ft. parallel Runway 9L/27R, approximately 5,000 ft. north of Runway 9/27, is expected to be constructed by 2020, with an estimated cost of \$20 million. This runway would allow independent parallel operations, thereby potentially doubling hourly capacity.



GA	88	88	Enplanements			115	Operations		
			696,563	749,800	866,483		104,372	108,831	112,449
		0.90							
		0.75							
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

SDF – Louisville International Airport

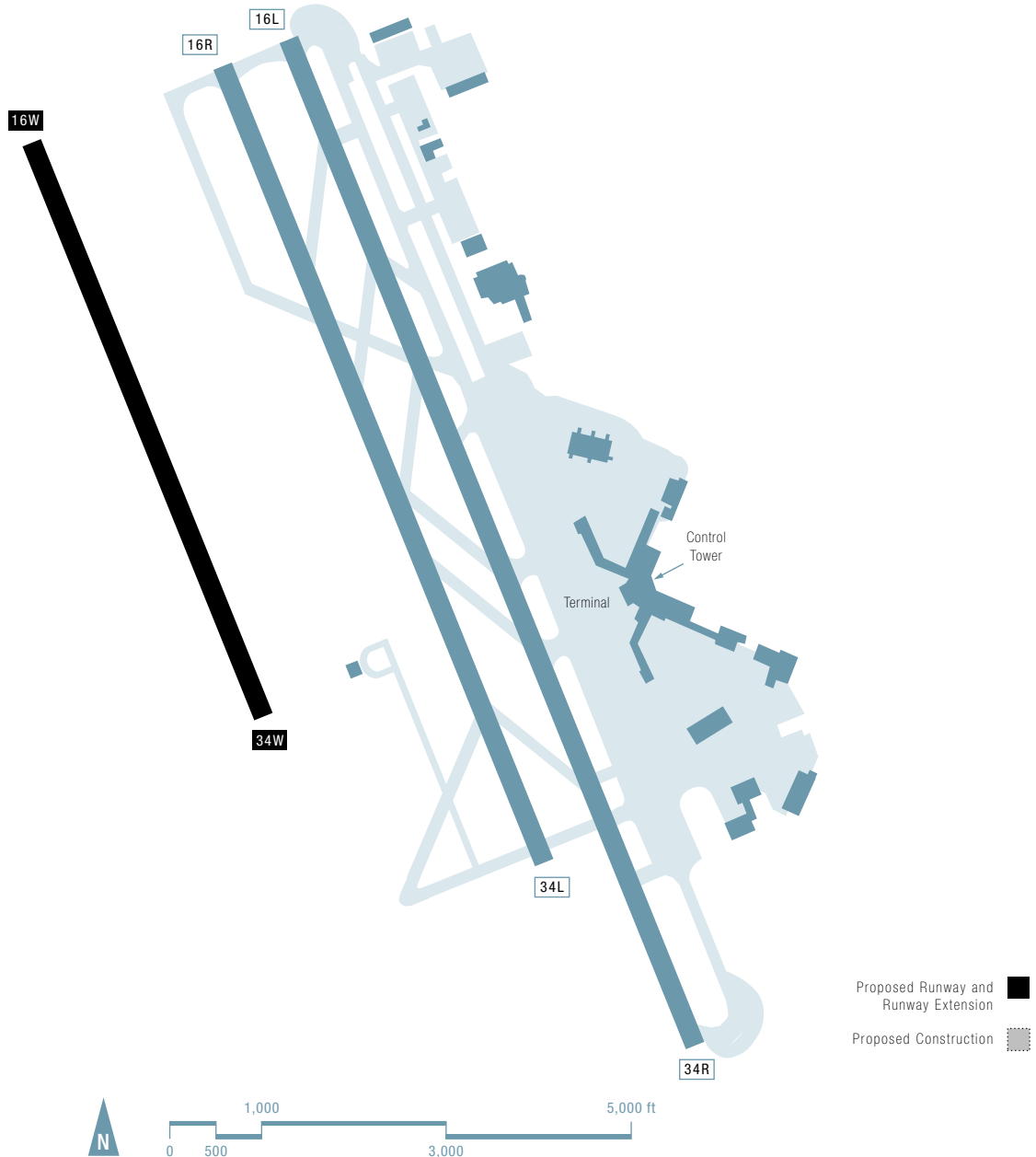
A Runup pad at the south end and west of runway 17R-35L is proposed for construction in the year 2003 at a cost of \$5 million. The extension of runway 17R-35L is presently under review. The cost and date of construction is yet to be determined.



KY	64	✈️ (M)	Enplanements			✈️ (K)	Operations		
			1,842,069	1,894,067	1,996,612		172,100	174,250	180,819
		2.0				185			
		1.8				175			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

SEA – Seattle-Tacoma International Airport

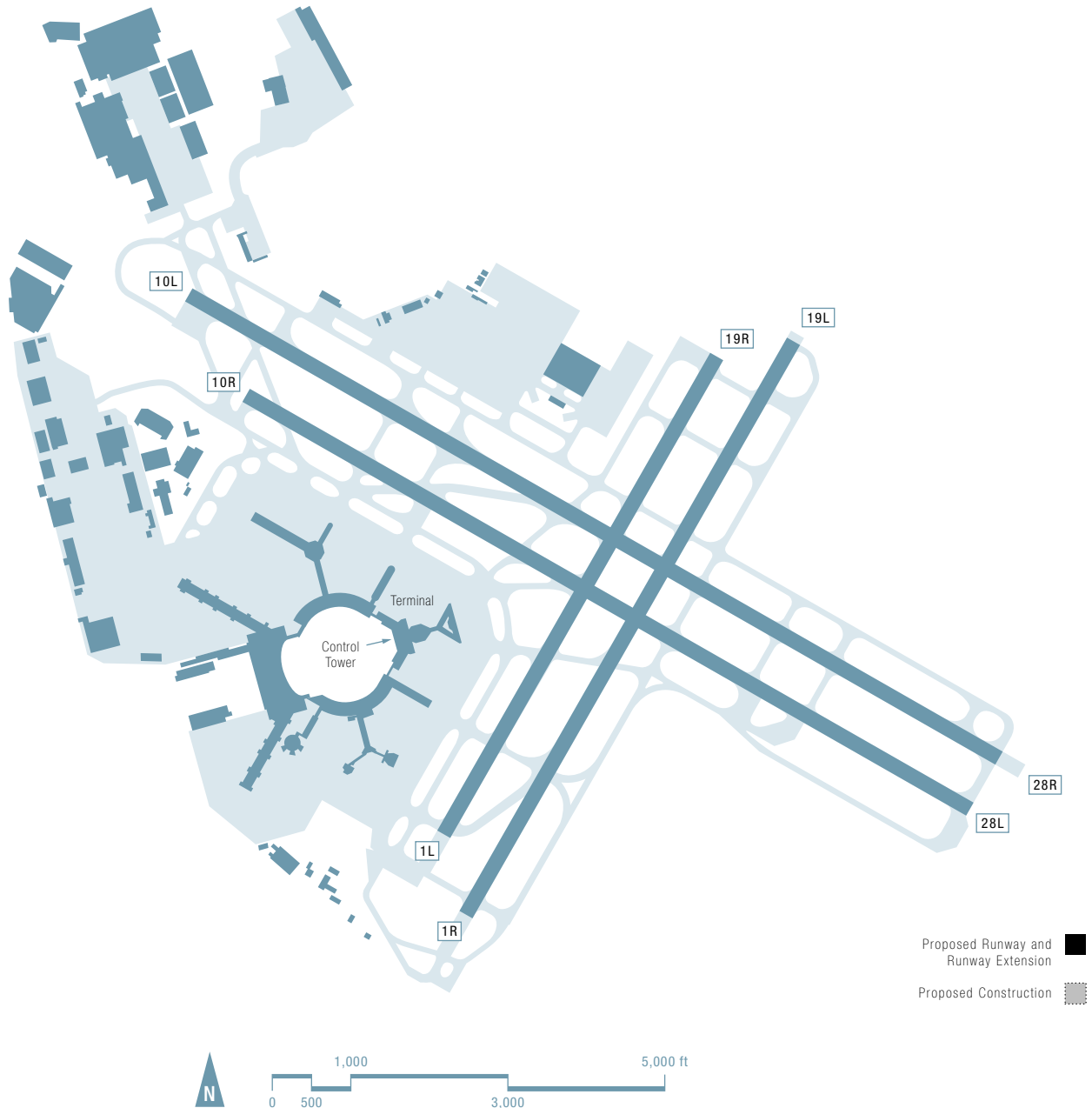
Airport improvements include a new Runway 16W/34W, 8,500 ft. in length, which will be located 2,500 ft. from Runway 16L/34R. Construction began in 1999. The runway will be completed by 2006 for \$773.0 million.






WA	17	15.0 12.5	Enplanements			450 400	Operations		
			12,467,503	13,377,182	14,225,451		400,215	430,572	444,630
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

SFO – San Francisco International Airport

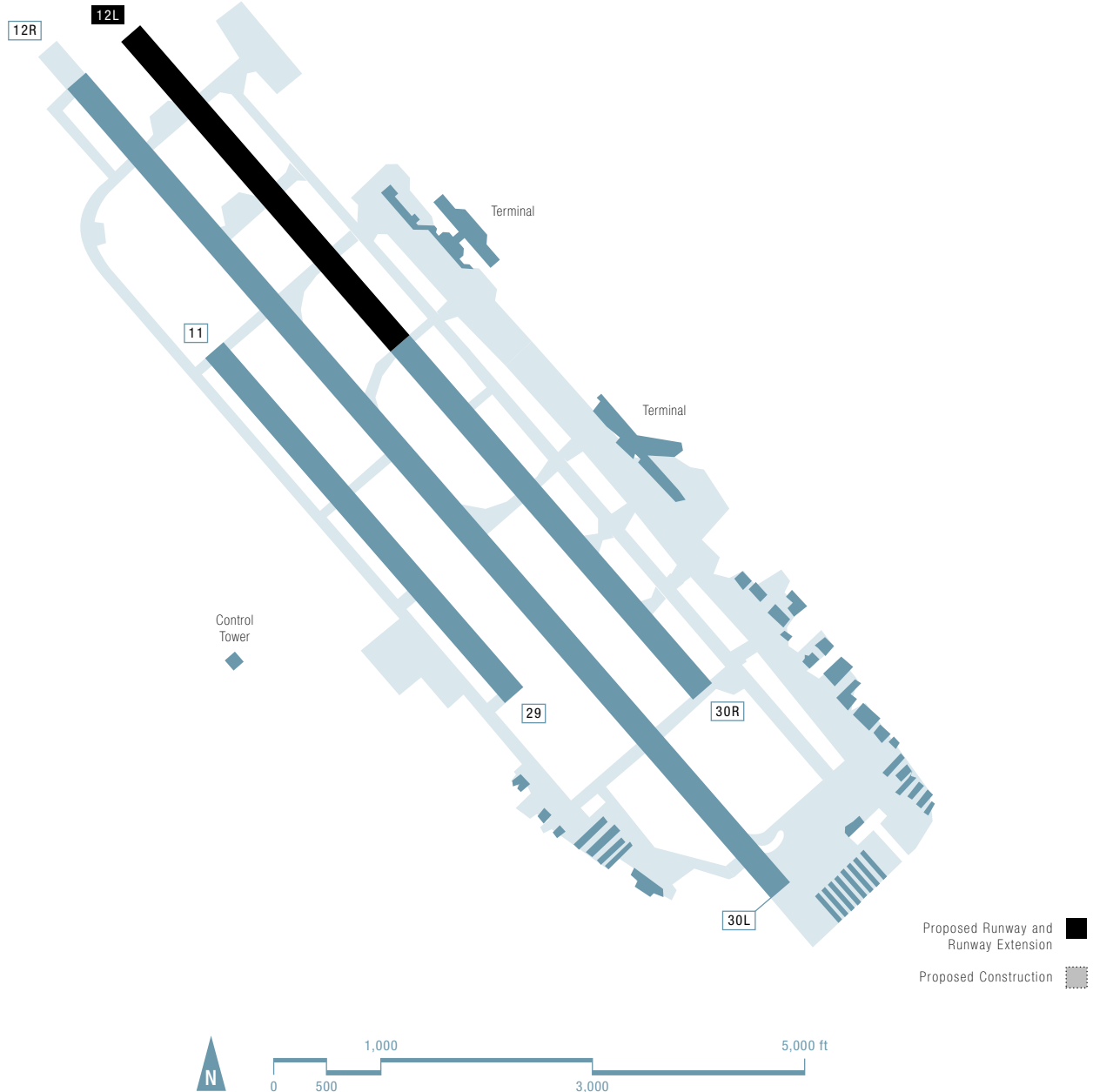
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



CA		5	 (M)	Enplanements			 (K)	Operations		
			19,205,448	19,262,805	18,498,749					
20						450	435,008	436,659	437,763	
18						425				
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00	

SJC – San Jose International Airport

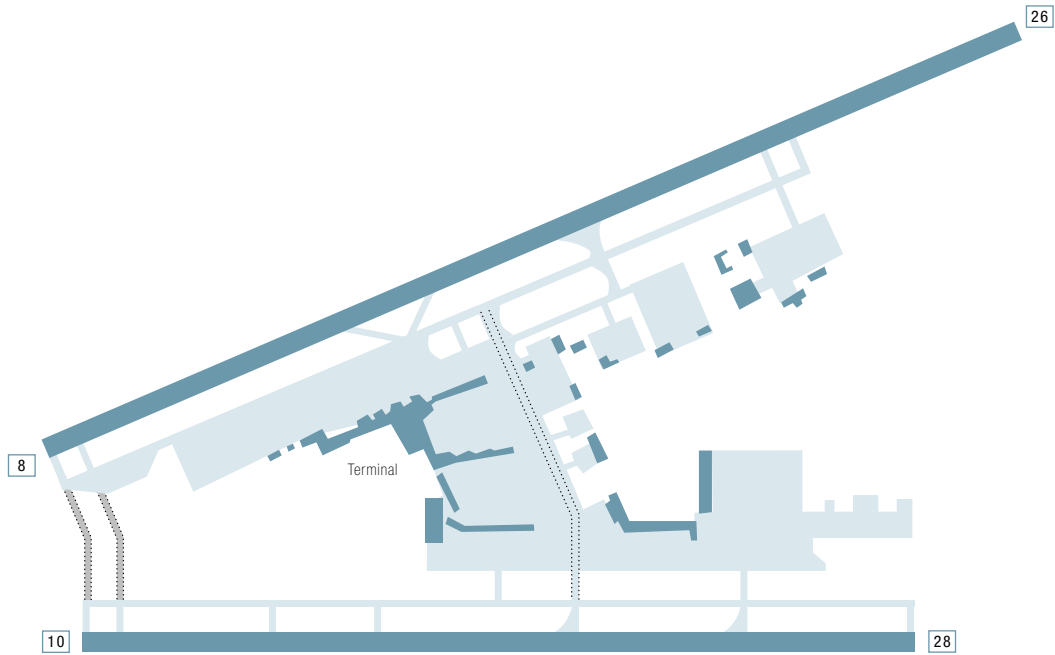
Extension, widening and strengthening of Runway 12L/30R was completed in August 2001 at a cost of \$65 million. Runway 12R/30L is scheduled for reconstruction and extension beginning in 2002. The estimated cost is \$61.4 million and construction will take about one year.



CA	35	35	Enplanements			310	Operations		
			8	6	6		8	6	6
			5,039,420	5,502,165	6,886,249	287,978	304,364	299,237	
			FY 98	FY 99	FY 00	FY 98	FY 99	FY 00	

SJU – San Juan Luis Muñoz Marín International Airport




There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



Proposed Runway and
Runway Extension

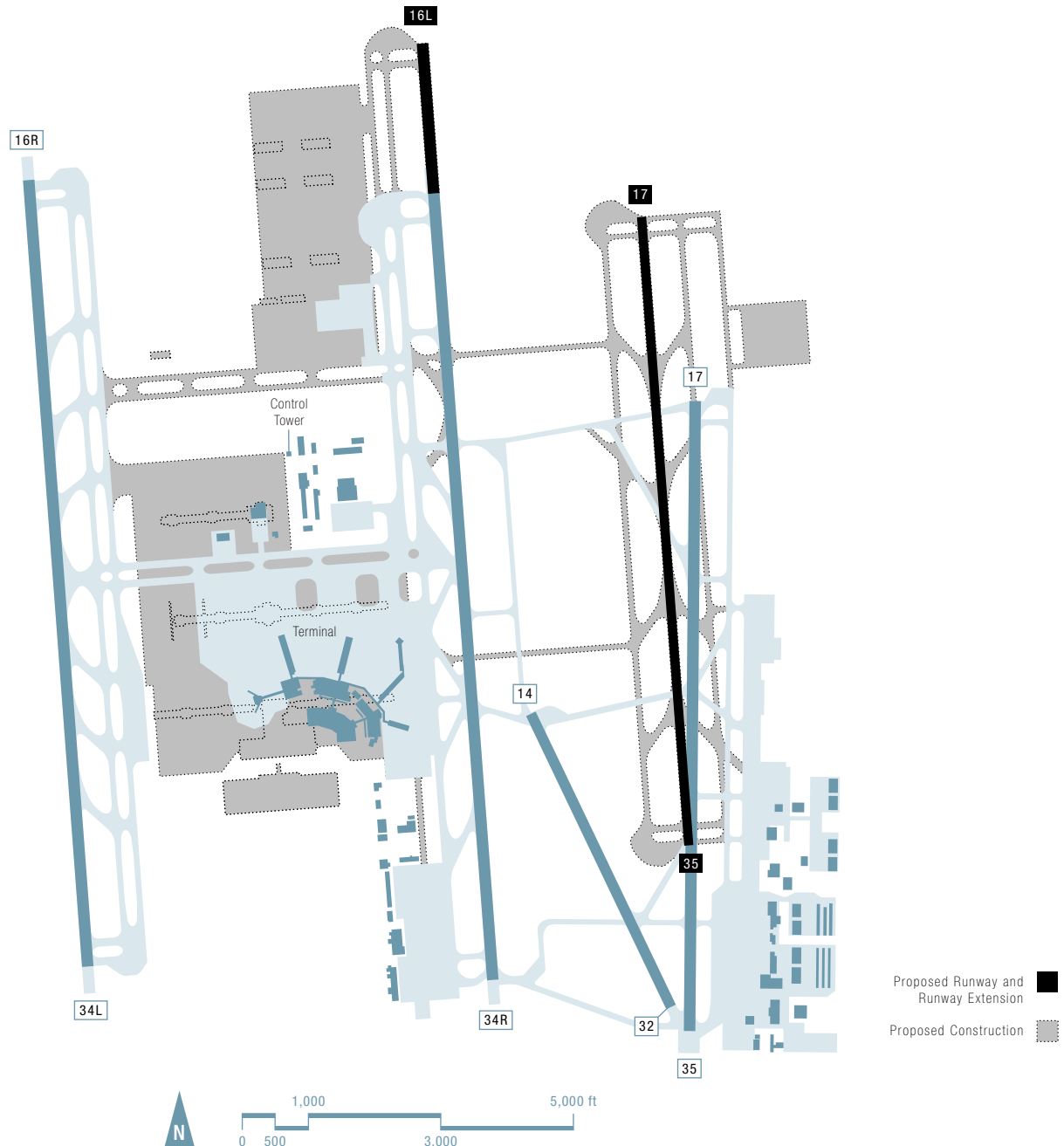
Proposed Construction



PR		40	 (M)	Enplanements			 (K)	Operations		
				FY 98	FY 99	FY 00		FY 98	FY 99	FY 00
		6.0	4,708,670	4,677,079	5,178,299	250	191,766	214,889	245,931	
		4.5				200				

SLC – Salt Lake City International Airport

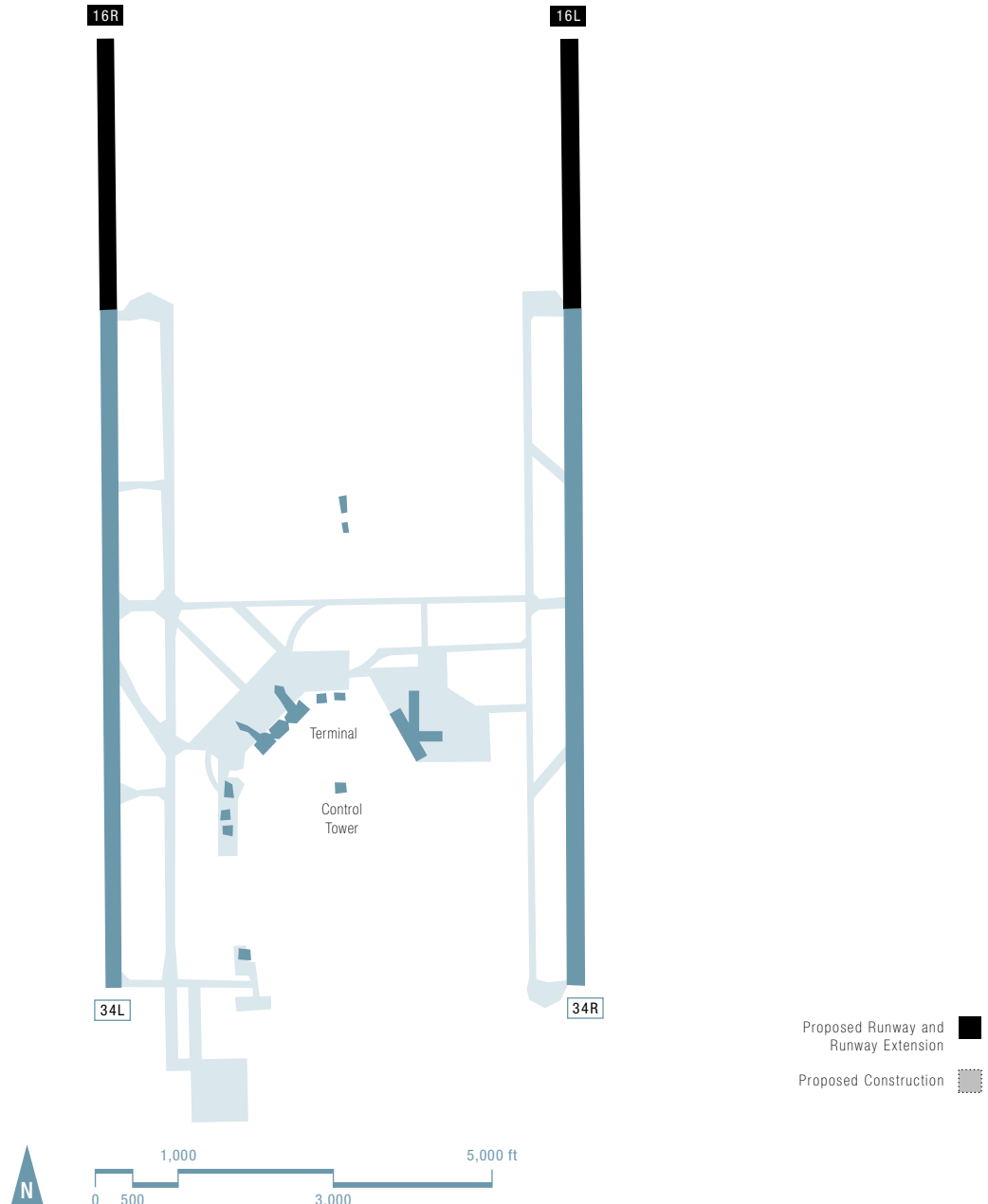
In the long-term Runway 17/35 is planned to be realigned parallel with the other two major runways. This project is identified in the 20-year master plan update.





UT	27	✈️ (M)	Enplanements			✈️ (K)	Operations		
			9,808,236	9,472,439	9,297,702		364,856	368,982	369,343
		10				380			
		9				360			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

SMF – Sacramento International Airport

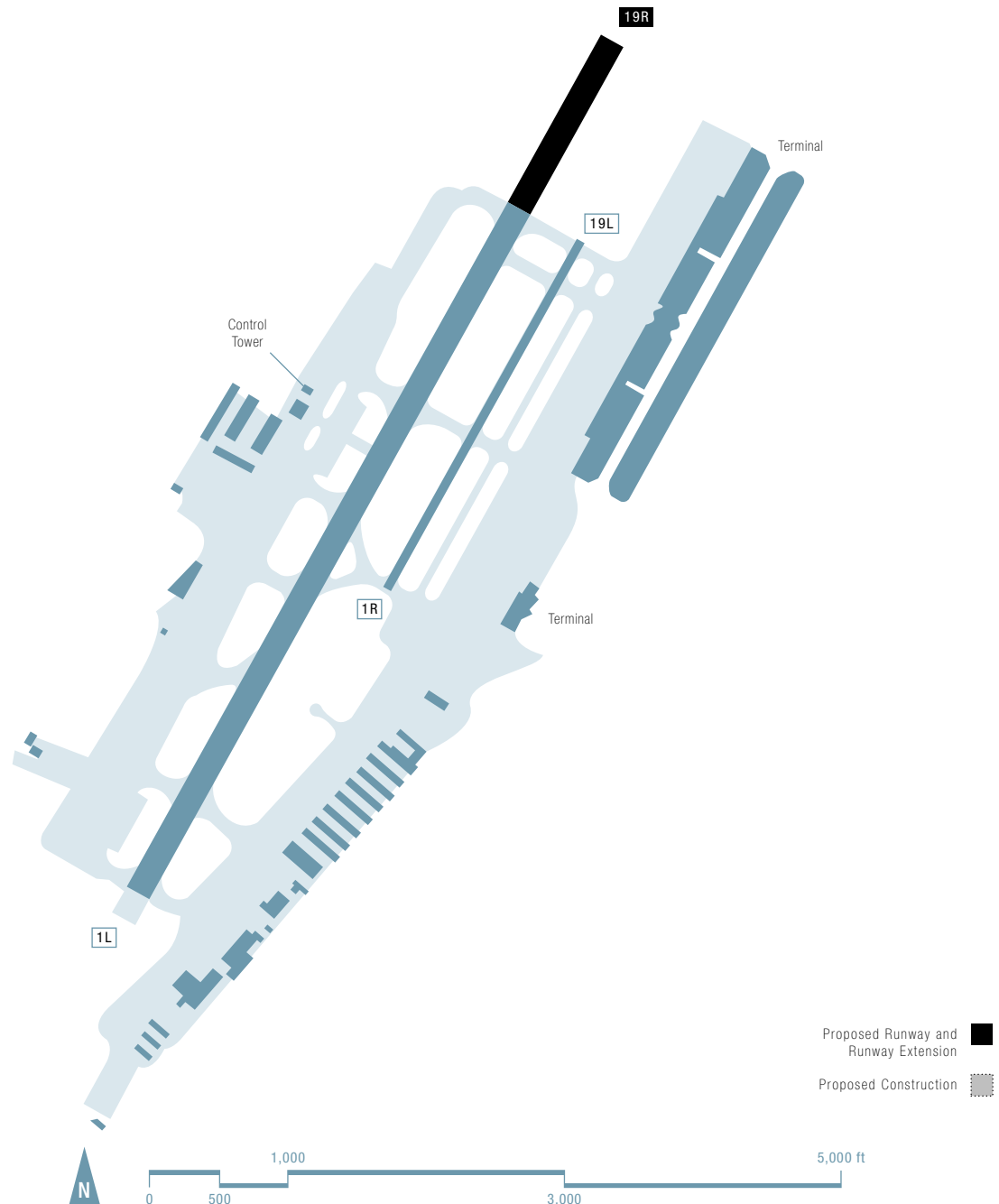
A master plan update is currently in progress. A time frame for the proposed northerly extensions of Runway 16L/34R, to an ultimate length of 12,000 ft., has not yet been identified. Alternatives for the development of a third parallel runway are being considered. A third runway would not be required until beyond 2015.



CA	44	 (M)	Enplanements			 (K)	Operations		
			3,572,626	3,739,973	3,977,530		152,860	154,165	152,205
		4.0				155.0			
		3.5				152.5			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

SNA – John Wayne Airport - Orange County

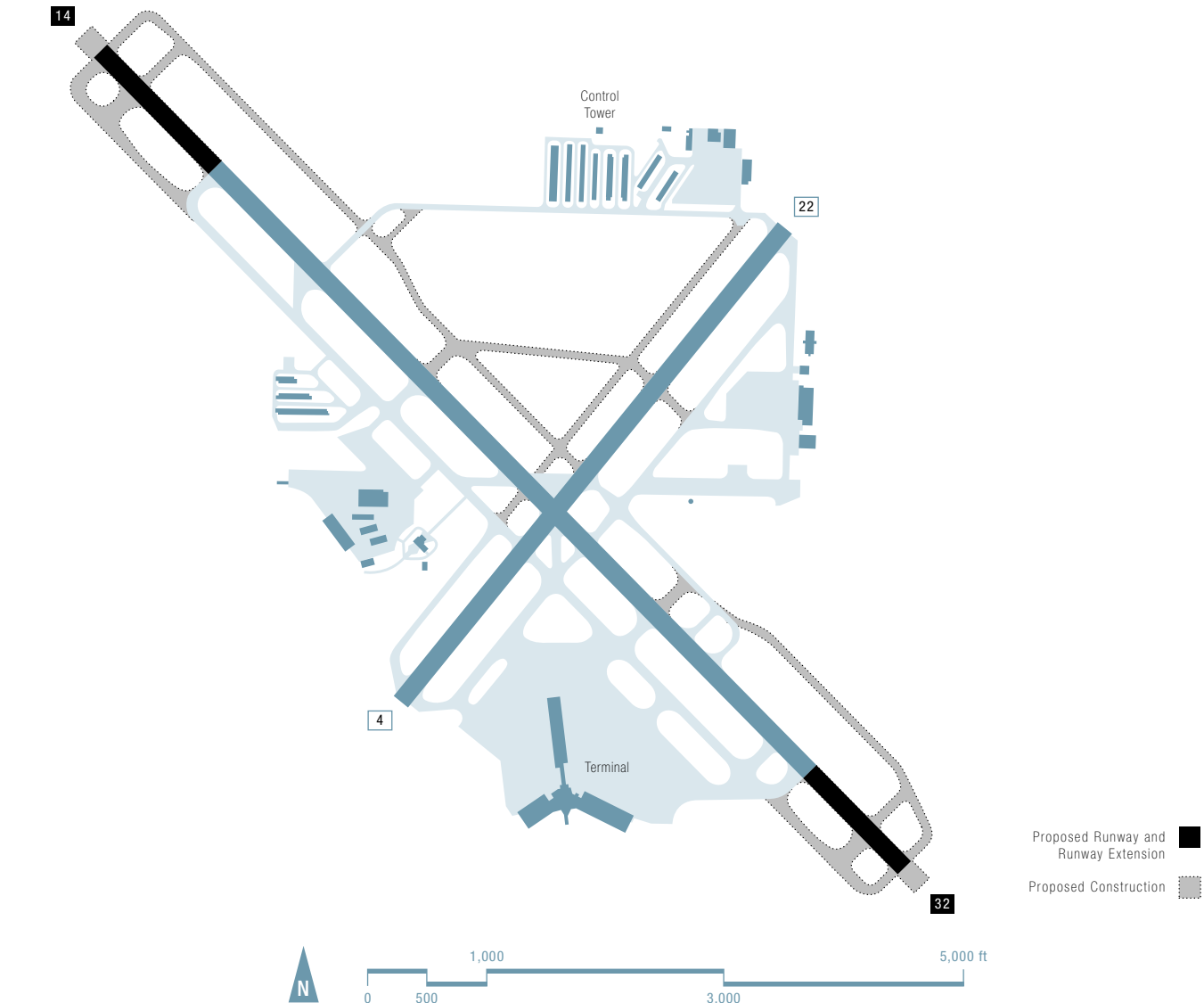
An extension of Runway 1L/19R has been considered, but is not included in Orange County's current airport development plans.



CA	45	(M)	Enplanements			(K)	Operations		
			3,711,015	3,708,121	3,803,407		431,144	448,312	412,048
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

SRQ – Sarasota Bradenton Airport

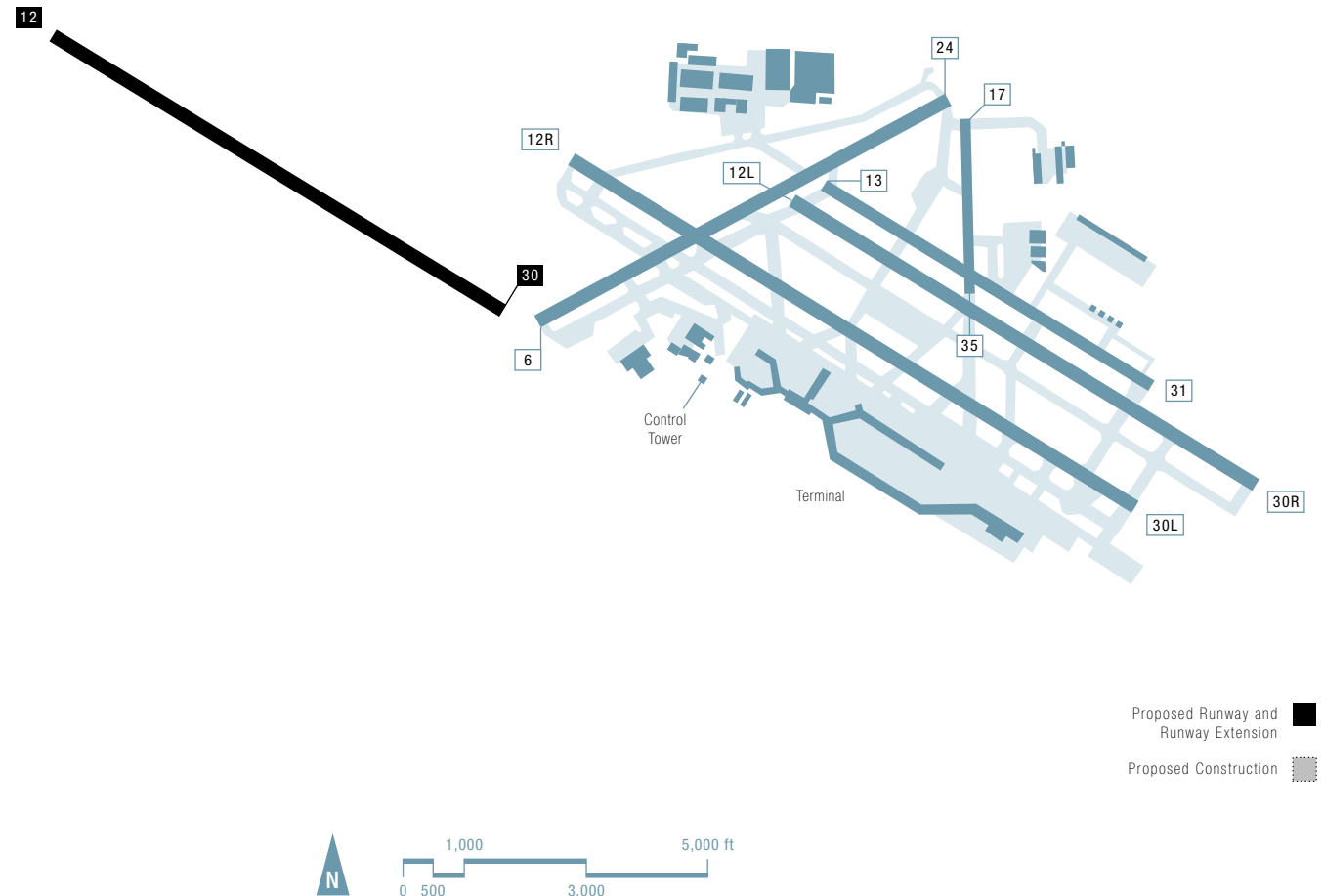
Two (2) new parallel taxiways are being developed east of Runway 14/32 (Charlie Taxiway) and north Runway 4/22 (Delta Taxiway) as are additional runway exits suited to G.A. operations. The new parallel taxiways will reduce occupancy time and separate ground taxi operations between air carriers and G.A. The cost of these taxiways is estimated at \$12.5 million and will be operational by 2004. In addition, an extension of the existing Runway 14/32 is planned at a cost of \$5.1 million. It is expected to be operational in 2002. The runway extension will allow departures by larger and heavier aircraft and by aircraft with longer haul-lengths.



FL	95	(M)	Enplanements			(K)	Operations		
		0.78	775,557	761,112	750,142	200	179,837	194,151	174,782
		0.74				175			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY00

STL – Lambert St. Louis International Airport

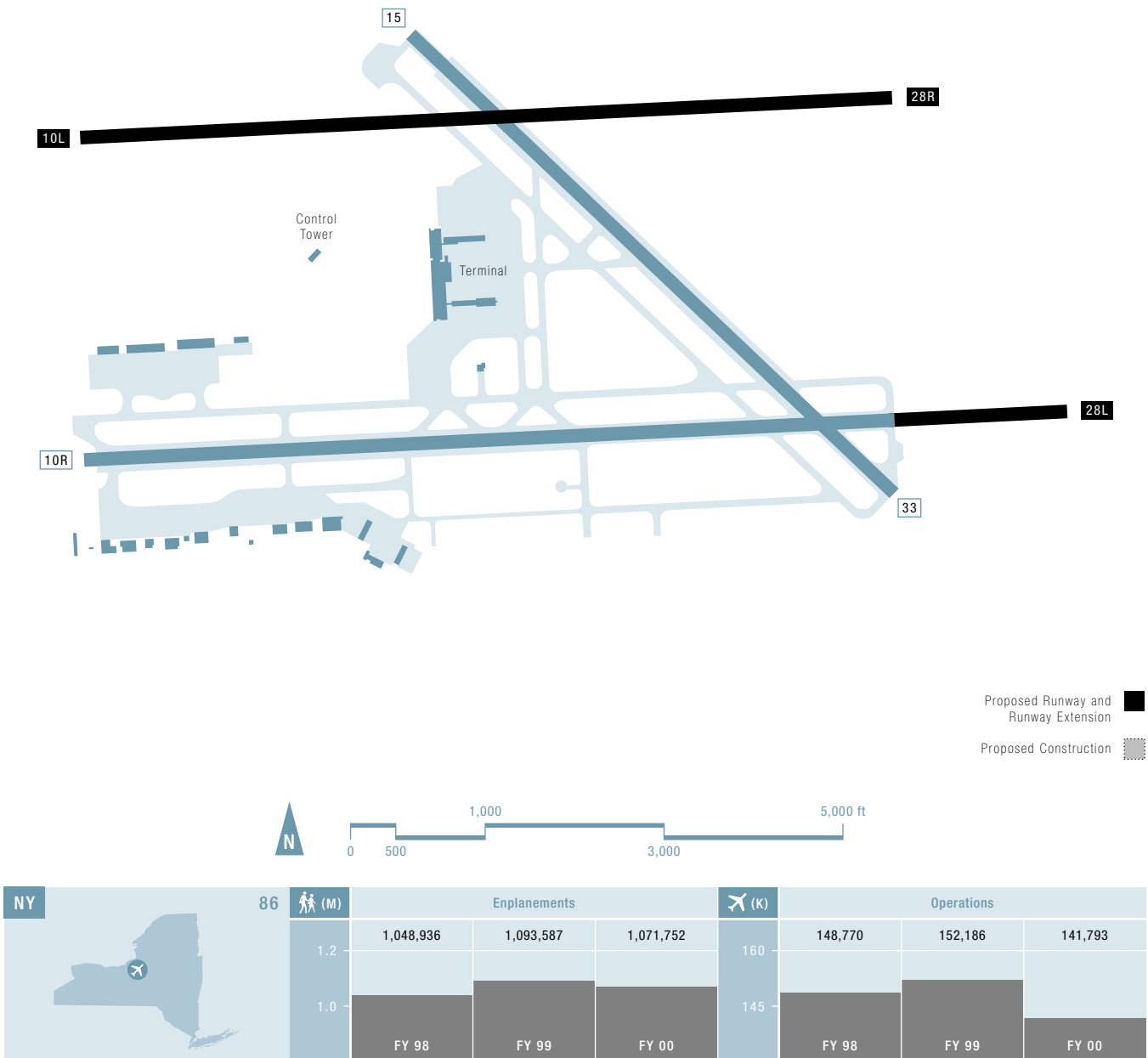
A new parallel Runway 12R/30L has been recommended in the St. Louis Airport Master Plan Update. The Plan calls for a parallel runway supporting independent IFR arrivals. Construction is in progress with an estimated completion date of 2006.



MO	15	15	Enplanements			15	Operations		
		(M)				(K)			
		15	14,398,291	14,831,699	14,552,733	510	505,555	503,538	489,529
		14				480			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

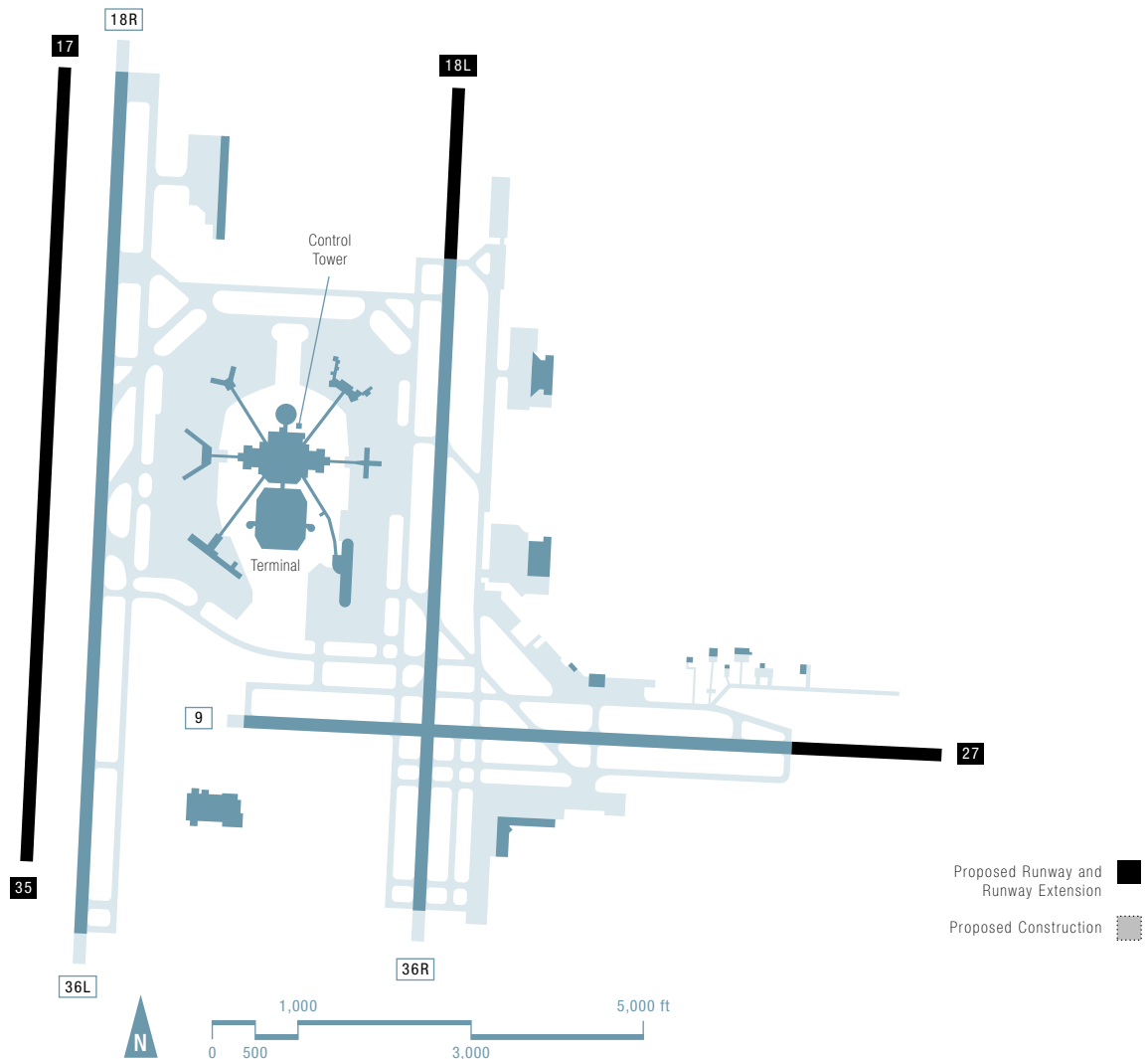
SYR – Syracuse Hancock International Airport

A new parallel Runway 10L/28R, 9,000 ft. long and separated from the existing Runway 10/28 by 3,400 ft. is being considered. It would provide independent parallel IFR operations, doubling hourly IFR arrival capacity. The cost of construction is estimated to be \$55 million for the first phase of the new runway, which would be 7,500 ft. long, including a parallel taxiway and connections to the ramp. The final length of the runway would be 9,000 ft. A capacity analysis and needs study is presently underway. Runway 10R/28L is planned to be extended 2,000 ft. to an ultimate length of 11,000 ft.



TPA – Tampa International Airport

A third parallel Runway 17/35 is being considered for construction in 2010, with an operational date of 2012. It will be located 700 ft. west of the centerline of existing Runway 18R/36L, and will be approximately 10,160 ft. in length. Prior to the construction of this new runway, it is anticipated that Runway 18R will be upgraded to CAT II/III, and the associated ILS will be relocated to the new runway before it becomes operational. It is anticipated that Runway 18L will also be upgraded to CAT II/III capabilities to permit south flow landings below CAT I minimums. In addition, a 2,200-ft. northern extension of Runway 18L and a 1,200 ft. eastern extension of Runway 27 are being considered for the time frame beyond 2020.



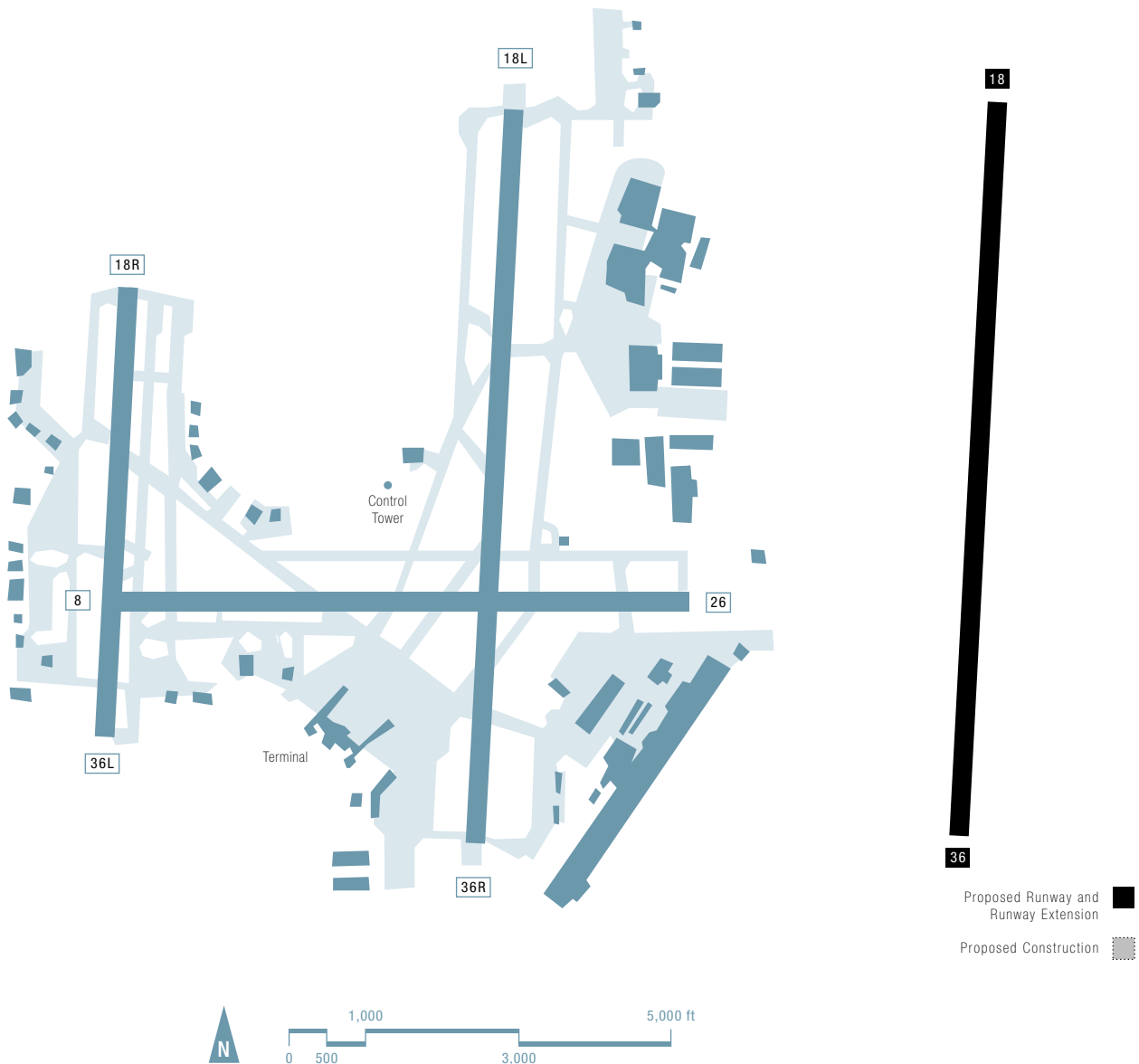
FL	28	(M)	Enplanements			(K)	Operations		
			6,751,979	7,348,044	8,200,264		247,415	272,330	277,888
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

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AIRPORT LAYOUTS FOR THE TOP 100 AIRPORTS

TUL – Tulsa International Airport

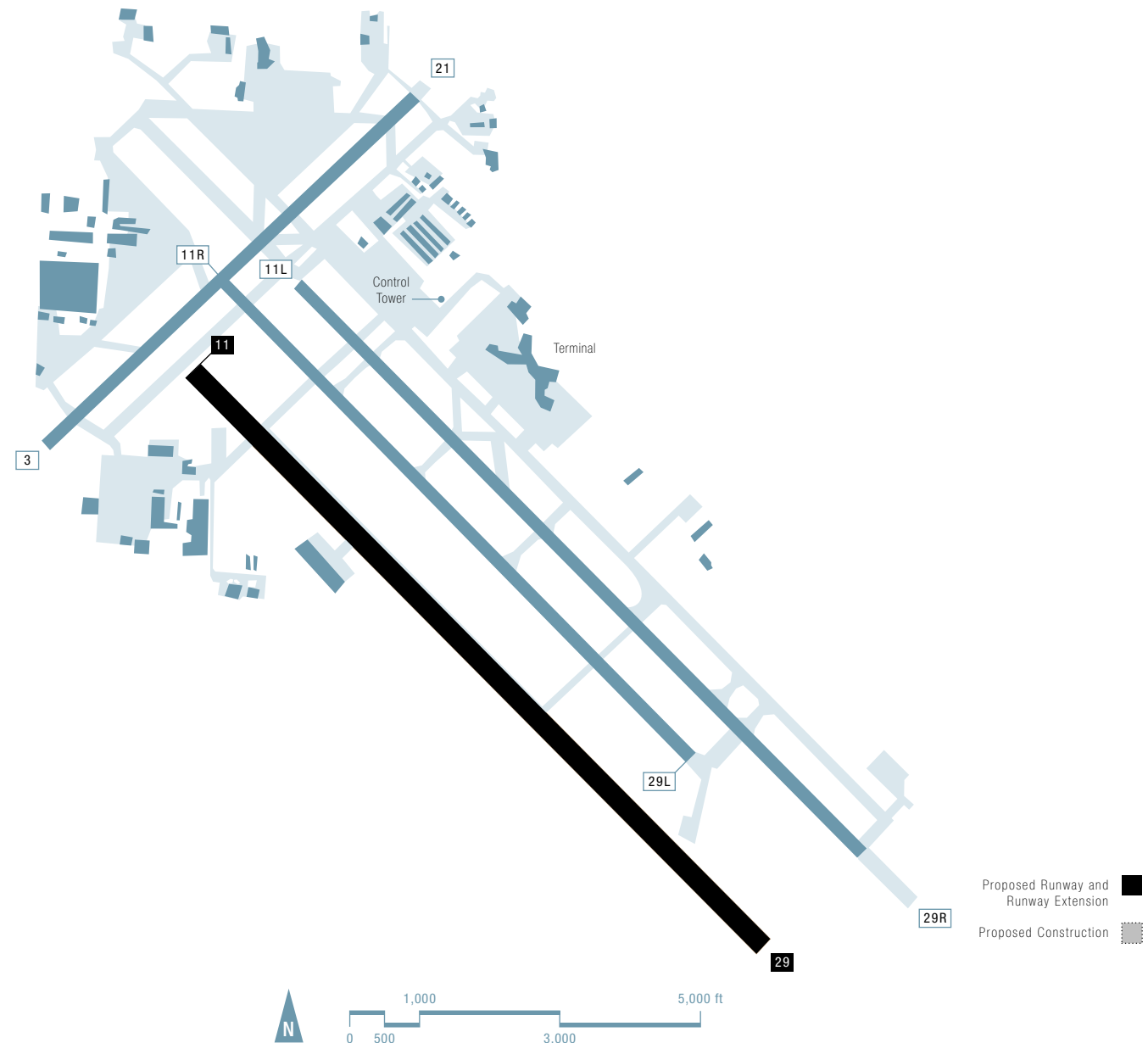
A new parallel Runway 18/36, located 6,400 ft. east of the present 18L/36R and 9,000 ft. long, is being considered. The new runway would permit IFR triple independent approaches, if approved, to Runways 18L, 18C, and 18R. It is estimated to cost \$115 million and will be operational in 2010.



OK	68	✈ (M)	Enplanements			✈ (K)	Operations		
		1.8	1,725,286	1,708,934	1,715,020	220	212,938	199,402	204,940
		1.7				200			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

TUS – Tucson International Airport

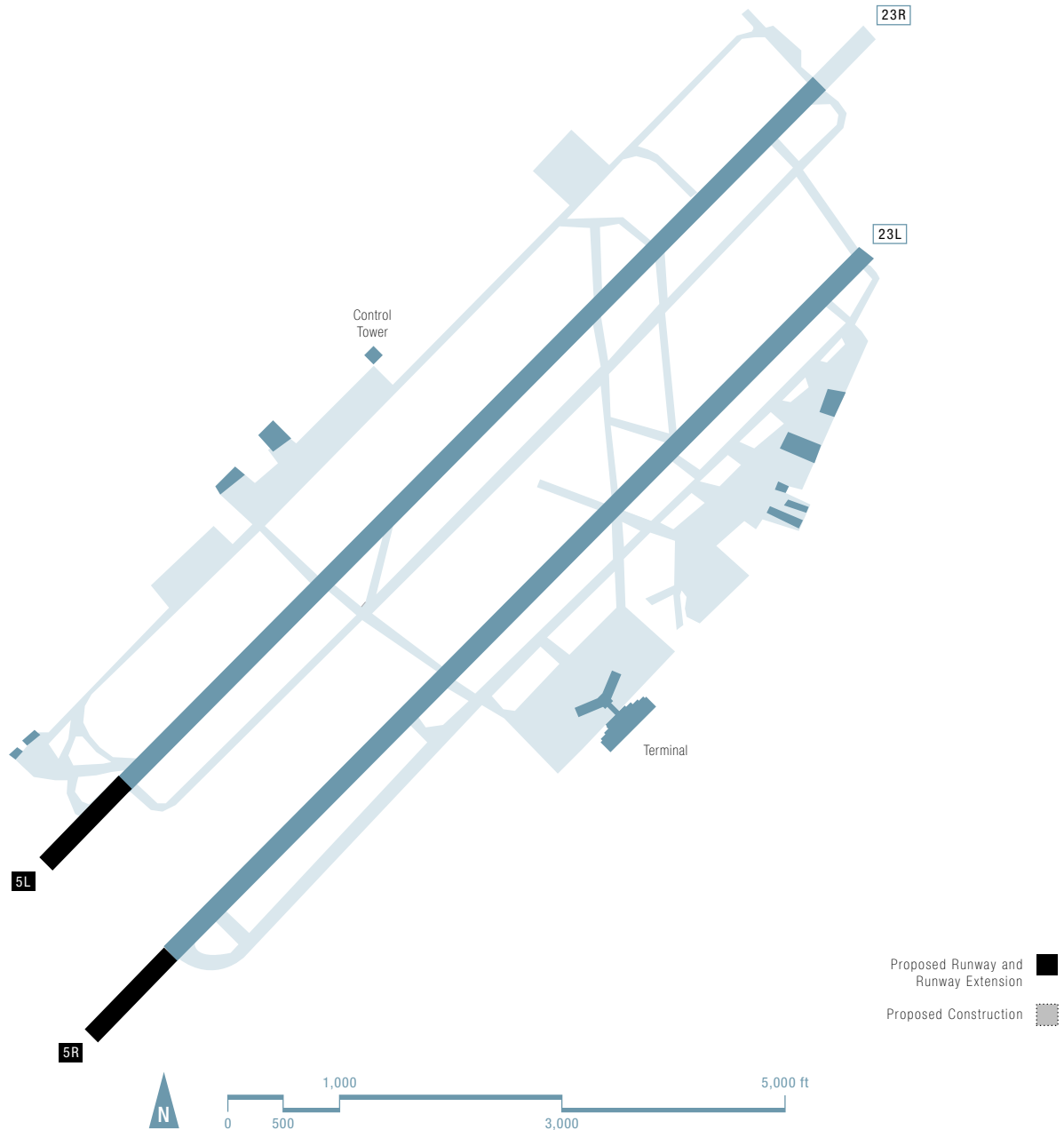
An additional parallel air carrier Runway 11R/29L has been proposed. Upon completion of the new runway, the current Runway 11R/29L, a general aviation runway, will revert to its original taxiway status. Current plans call for construction to start in 2008 to be operational in 2010. The estimated cost to be \$40 million.



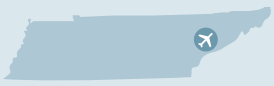


AZ	66	(M)	Enplanements			(K)	Operations		
			1,750,230	1,774,759	1,792,763		250,960	286,362	259,906
		2.0				300			
		1.5				260			
			FY 98	FY 99	FY 00		FY 98	FY 99	FY 00

TYS – Knoxville McGhee-Tyson Airport

An extension of both runways, 5L/23R and 5R/23L, is being planned for the future.



TN	89	 (M)	Enplanements			 (K)	Operations		
	0.89	770,912	862,187	885,008	160	151,266	142,354	151,965	
	0.77				140				
		FY 98	FY 99	FY 00		FY 98	FY 99	FY 00	